



CITY PLANS PANEL

**Meeting to be held in Civic Hall, Leeds on
Thursday, 25th October, 2018 at 1.30 pm**

MEMBERSHIP

Councillors

N Walshaw

J McKenna

(Chair)

A Khan

A Garthwaite

E Nash

P Carlill

C Gruen

J Goddard

C Campbell

B Anderson

D Cohen

P Wadsworth

T Leadley

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 15.2 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 15.2, written notice of an appeal must be received by the Head of Governance Services at least 24 hours before the meeting)</p>	
2			<p>EXEMPT INFORMATION - POSSIBLE EXCLUSION OF 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 DISCLOSABLE PECUNIARY INTERESTS</p> <p>To disclose or draw attention to any disclosable pecuniary interests for the purposes of Section 31 of the Localism Act 2011 and paragraphs 13-16 of the Members' Code of Conduct.</p>	
5			<p>APOLOGIES FOR ABSENCE</p> <p>To receive apologies for absence (if any)</p>	
6			<p>MINUTES OF THE PREVIOUS MEETING</p> <p>To consider and approved the Minutes of the previous meeting held on 4th October 2018.</p> <p>(Copy attached)</p>	1 - 12
7			<p>MATTERS ARISING FROM THE MINUTES</p> <p>To consider any Matters Arising from the minutes.</p>	
8	Little London and Woodhouse		<p>PREAPP/18/00239 - PRE-APPLICATION PRESENTATION OF PROPOSED RESIDENTIAL DEVELOPMENT AT LISBON SQUARE, LISBON STREET, LEEDS LS1 4LY</p> <p>To consider a report by the Chief Planning Officer which sets out details of a pre-application presentation for proposed residential development at Lisbon Square, Lisbon Street, Leeds LS1 4LY.</p> <p>(Report attached)</p>	13 - 24

Item No	Ward	Item Not Open		Page No
9	Little London and Woodhouse		<p>PREAPP/17/00700 – PRE-APPLICATION PRESENTATION FOR A NEW MASTERPLAN FOR THE LEEDS GENERAL INFIRMARY WITH THE DEMOLITION OF THE FORMER NURSE'S HOME AND OTHER BUILDINGS AND CREATION OF A NEW ADULT AND CHILDREN'S SERVICES HEALTH FACILITY BUILDING, A MULTI STOREY CAR PARKING, NEW ACCESS AND EGRESS POINTS INTO THE HOSPITAL GROUNDS AND A LANDSCAPE SCHEME, AT GREAT GEORGE STREET, LEEDS, LS1 3EX</p> <p>To consider a report by the Chief Planning Officer which sets out details of a pre-application presentation for a new masterplan for the Leeds General Infirmary with the demolition of the former nurse's home and other buildings and creation of a new adult and children's services health facility building, a multi storey car parking, new access and egress points into the hospital grounds and a landscape scheme, at Great George Street, Leeds, LS1 3EX.</p> <p>(Report attached)</p>	25 - 44
10			<p>DATE AND TIME OF NEXT MEETING</p> <p>To note that the next meeting will take place on Thursday, 15th November 2018 at 1.30pm in the Civic Hall, Leeds.</p>	
2				
a)				
b)				

Third Party Recording

Recording of this meeting is allowed to enable those not present to see or hear the proceedings either as they take place (or later) and to enable the reporting of those proceedings. A copy of the recording protocol is available from the contacts named on the front of this agenda.

Item No	Ward	Item Not Open		Page No
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Use of Recordings by Third Parties– code of practice

- a) Any published recording should be accompanied by a statement of when and where the recording was made, the context of the discussion that took place, and a clear identification of the main speakers and their role or title.
- b) Those making recordings must not edit the recording in a way that could lead to misinterpretation or misrepresentation of the proceedings or comments made by attendees. In particular there should be no internal editing of published extracts; recordings may start at any point and end at any point but the material between those points must be complete.

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CITY PLANS PANEL

THURSDAY, 4TH OCTOBER, 2018

PRESENT: Councillor J McKenna in the Chair

Councillors D Blackburn, T Leadley,
N Walshaw, C Campbell, A Khan,
A Garthwaite, P Carlill, C Gruen,
J Goddard, B Anderson, D Cohen and
P Wadsworth

A Member's site visit was held in connection with the following applications:
PREAPP/18/00484 – Leeds and Bradford Airport, Leeds, Application
No.18/05310/FU, 18/05018/FU and 18/05019/FU – Thorpe Park, Leeds and
Application No. 17/02594/OT – Land off Racecourse Approach, Wetherby and
was attended by the following Councillors: J Mckenna, C Campbell, P
Wadsworth, A Khan, D Blackburn, C Gruen, A Garthwaite, T Leadley, B
Anderson and J Goddard

61 Appeals Against Refusal of Inspection of Documents

There were no appeals against the refusal of inspection of documents.

62 Exempt Information - Possible Exclusion of Press and Public

There were no items identified where it was considered necessary to exclude
the press or public from the meeting due to the confidential nature of the
business to be transacted.

63 Late Items

There were no late items identified at the meeting.

64 Declarations of Disclosable Pecuniary Interests

There were no declarations of disclosable pecuniary interests made at the
meeting.

65 Apologies for Absence

Apologies for absence were received from Councillor E Nash.

66 Minutes of the Previous Meeting

The Minutes of the previous meeting held on 13th September 2018 were
submitted for comment / approval.

RESOLVED – That the minutes of the previous meeting held on 13th
September 2018 be accepted as a true and correct record.

Draft minutes to be approved at the meeting
to be held on Thursday, 25th October, 2018

67 Matter Arising from the Minutes

There were no issues raised under Matters Arising.

68 Application No. 18/05017/FU, 18/05018/OT, 18/05019/FU and 18/05310/FU - Removal and Variations of Conditions on land between Barrowby Lane and Manston Lane, Thorpe Park, Leeds, LS15 8ZB

The Chief Planning Officer submitted a report which set out details of a number of applications which sought:

- (i) The removal of condition 50 (MLLR delivery) of approval 16/07938/OT, on land Between Barrowby Lane and Manston Lane, Thorpe Park, Leeds (Application 18/05017/FU)
- (ii) The removal of condition 3 (Highway detail) of approval 17/04055/FU (Detailed application for the MLLR (East - West Route), on land at Thorpe Park, Leeds (Application 18/05018/FU)
- (iii) The removal of condition 3 (Highway detail) of approval 14/01216/FU (Detailed application for the MLLR (North - South Route), on land at Thorpe Park Link Road, Austhorpe, Leeds (Application 18/05019/FU)
- (iv) A variation of conditions 23, 24, 25 and 28 of approval 16/07938/OT to permit conditions 23 and 24 to be amended to prescribe a specified proportion of A1 comparison retail floorspace to be provided within units below 480 sq.m GEA; condition 25 - increase 840 sq.m figure for 'small retail units' to 1,130 sq.m, with no single unit having a floorspace of more than 150 sq.m GEA; condition 28 updated to reflect condition 25 (as above) from the 105 sq.m figure, on land Between Barrowby Lane and Manston Lane, Thorpe Park, Leeds (Application 18/05310/FU)

Members visited the site prior to the meeting. Site photographs and plans were displayed and referred to throughout the discussion of the application.

The Planning Officer addressed the Panel, speaking in detail about the proposal and highlighted the following:

- Site location/ context
- Strategic context
- Site layout
- Construction of the Manston Lane Link Road (MLLR) completion date extended to 21st December 2018
- Notwithstanding the removal of condition 50 sought in applications 18/05017/FU and 18/05310/FU, officers were minded to impose a

condition requiring MLLR to be fully complete by 21st December 2018 and for the section between J46 of the M1 and roundabout R2 (the access to the retail park) to be practically complete and open before the non B1 uses are first brought into use.

- Further to the submitted report, Highways England had responded to state no objection subject to condition 50 being varied in the terms set out above, rather than being removed.

The Panel then heard from Councillor P Gruen (Ward Member) who was opposed to the removal of condition No.50 - MLLR delivery date (Application No, 18/05017/FU)

Councillor Gruen informed Members that he was a supporter of the project since its inception and that he would continue to support the scheme. He said it was a matter of detail that the link road should be completed in good time (7th December 2018). It was now proposed that there should be a “backstop date” of 21st December 2018. He suggested that there were a number of reasons why the completion date should not be extended: After 21st December the industry would break for Christmas and the New Year leading to further unacceptable delays, secondly the start of the demolition works for the former Vickers Tank site may be delayed if the link road was not completed, finally in accordance with the planning consent, no new houses could be built in the area until the link road was operational.

Addressing officers Councillor Gruen asked if the obligations of the Section 106 could now be pursued.

Questions to Councillor Gruen

- Do you consider the delay in completing the Manston Lane Link Road (MLLR) to be a huge disappointment

In responding Councillor Gruen said:

- The Manston Lane link road was an important part of the infrastructure and a major link for the development of the whole area

The Chair thanked Councillor Gruen for his attendance and contribution

Members raised the following questions:

- Was there sufficient car park capacity for the development, could more be added if necessary in the future
- What were the contributing factors in the delay in constructing of the link road

In responding to the issues raised, the applicant’s representative said:

- The development had parking provision for 911 vehicles which was considered to be sufficient. There were also significant land holdings within the site which could be used in the future if required.
- Members were informed that there was a period of wet weather which delayed the start of construction. As construction progressed a significant number geotechnical issues were encountered (old mining features/ engineering obstacles, 1000+) which led to further delays
- Confirmation was given that a bus service would serve the development and a second would follow, mostly likely in the New Year once the MLLR was complete. Combined these services would exceed the 15 minute requirement as specified within the scheme's Section 106 legal agreement.

In offering comments Members raised the following issues:

- This was a first class development and would bring many employment opportunities to the area
- The MLLR must be open on time or the developers would run into contractual difficulties
- There was a need for a firm backstop date.

The Chief Planning Officer informed Members that a further report would be brought back to Panel if the MLLR was not delivered by 21st December 2018, therefore the need for additional conditions linked to occupation was not necessary at this time.

In summing up the Chair thanked all parties for their attendance and contributions, he said this was an excellent scheme and Members appeared to be supportive of the application.

RESOLVED – That the applications be approved in principle (subject to the varied wording to condition 50 for applications 18/05017/FU and 18/05310/FU) following the expiry of the formal publicity period on 9th October 2018 and referred to the Secretary of State for the Department of Communities and Local Government as a Departure from the Statutory Development Plan and for consultation under the Town and Country Planning (Consultation) (England) Direction 2009 (applicable to applications 18/05017/FU and 18/05310/FU), and delegate approval to the Chief Planning Officer subject to the suggested conditions (and any others which he might consider appropriate) and the completion of Deeds of Variation to the existing Section 106 Agreements, including proposed amendments, so their obligations apply equally to the varied permissions (Appendix No.1 of the submitted report referred) should the Secretary of State decide not to call the applications in for determination.

The obligations to be contained in the Deeds of Variation attached to applications: 18/05017/FU and 18/05310/FU are to secure the following:

- No non-B1 development, nor any B1 office development of 37,000sqm or greater shall be first brought into use until all land (currently identified for

indicative purposes in the Expansion Layout) reasonably necessary to deliver the best strategic route through the development to accommodate both strategic (ELOR) traffic while also serving the development including the associated junction alterations has been dedicated as public highway.

- Ecological mitigation contribution of £5,000 at first occupation of any development and every subsequent year for 9 years (total of £50,000 index linked).
- Delivery of agreed Public Transport Strategy (including provision of 2 x bus shelters with associated Real Time Information)
- Public Access to Thorpe Park and the provision of 50 parking spaces within Thorpe Park to be utilised by visitors to the playing pitches within Green Park.
- Compliance with the Local Employment Strategy.
- At first occupation of any retail development and for two subsequent years a contribution of £20,000 that can be used to mitigate against any adverse retail impact in designated local centres.
- Ensure compliance with the Travel Plan and secure a Travel Plan Review Fee of £20,000.
- Delivery of the playing pitches and changing rooms at Green Park within 3 months of an implementable consent for the works and further phased (index linked) contributions for the delivery of the remainder of Green Park.

In the event of the Section 106 Agreement having not been completed within 3 months of the resolution to grant planning permission, the final determination of the application shall be delegated to the Chief Planning Officer.

69 Application No. 17/02594/OT - Outline planning application with all matters reserved except for access, for the creation of a new community comprising up to 800 dwellings, a food store (A1) (up to 372 sq.m), primary school and public open spaces at Land off Racecourse Approach, Wetherby, LS22.

The Chief Planning Officer submitted a report which provided a position statement in respect of an outline planning application with all matters reserved except for access for the creation of a new community comprising up to 800 dwellings, a food store (A1) (up to 372 sq.m) primary school and public open space at land off Racecourse Approach, Wetherby, Leeds 22.

Members visited the site prior to the meeting. Site photographs and plans were displayed and referred to throughout the discussion of the application.

Planning Officers together with the applicant's representatives addressed the Panel, speaking in detail about the proposal and highlighted the following:

- Site location/ context
- The site is proposed to be allocated for residential and education use within the advanced Site Allocation Plan (SAP)
- Adjacent land uses
- Wider context for Wetherby
- Proposal to build 1100 dwellings and a school
- Good pedestrian links to Wetherby Town Centre
- Retention of trees on site
- Archaeological interests on site
- Access points to site
- Beck/ attenuation ponds
- Masterplan: siting of dwellings, school and greenspace provision (Avenue of trees to be retained)
- Preference over location of school

The Panel then heard from Councillor A Lamb (Ward Councillor) who spoke against the proposal.

Addressing the Panel Councillor Lamb said there were so many things wrong with this site: It was questionable if this site would remain in the Site Allocation Plan (SAP), the site was unsustainable, it was too isolated from Wetherby, pedestrian and cycle access was questionable, the site does not meet the accessibility standards, 400 dwellings would need to be constructed before the proposed school was built, there was no on site provisions for the elderly and there were concerns over air quality given the close proximity to the A1 (M) motorway.

Councillor Lamb said it was his view and that of his Ward colleagues that this was not a sustainable site to be brought forward.

Questions to Councillor Lamb

- Would you agree that the site fails to meet the accessibility standards in terms of access to local services, employment and healthcare
- Should the site go forward following the conclusion of the SAP inquiry
- The proposed new school, if it was to be located to the east of the site, how would access be achieved from children outside the site
- Do you support the principle of development on this site

In responding to the issues raised, Councillor Lamb said:

- The nearest local services were approximately 1400m from the site, there was a motorway service area slightly closer but access from the site to this location could be difficult. An on-site store was proposed but this would not be built in the first phase of the development. In terms of public transport to the site, it is understood there will be one

bus service running every two hours, the service would not run after 5.00pm and there would be no service on Sunday's.

- It would be premature to go ahead at this stage, it was important to receive and understand the Inspectors decision/ recommendations arising from the Site Allocation Plan for the Outer North East area
- This was an isolated location and pupils attending the new school from outside the area would need to make the journey by car.
- Councillor Lamb said he could not support the principle of the development on this site, such a development would completely change the character of Wetherby as a Market Town

The Chair thanked Councillor Lamb for his attendance and contributions.

The Panel then heard from Becky Lomas (Applicants agent) who spoke in support of the proposal

Ms Lomas thanked Members for the opportunity to address the Panel. She said although the application was at an early stage it was in accordance with National Policy. In terms of the impact on the local network, the traffic impact assessment was considered to be acceptable, with the exception of further modelling that was required on two junctions to the west of Wetherby. Members were informed that once complete the development would deliver 35% affordable housing provision. In terms of the location of the school, it was reported that the location was not yet fixed and would be addressed at the Reserved Matters stage

Questions to Ms Lomas

- Why is this application being brought forward now when the Inspectors decision/ recommendations on the Site Allocation Plan is expected in the next few weeks
- Were the developers aware of the Dunningley Lane, Tingley appeal which was dismissed on the grounds of sustainability
- There was a lack of school places in the area, how would children get to school
- How would pedestrians access the Motorway Service Area (MSA) and did the MSA form part of the sustainability assessment
- What were the operating times of the shuttle bus services

In responding to the issues raised, Ms Lomas said:

- Members were informed that the report before Members today was a Position Statement and would no prejudice the delivery of the SAP
- It was reported that the developers were aware of the Dunningley Lane appeal but this site was fundamentally different.
- In terms of school provision in the area, there was evidence that children would walk a reasonable distance to a school (1 mile). There would also be a shuttle bus service and there would also be walking bus routes.

- It was stated that there was existing pedestrian provision to the MSA but that this was not used as a reason to support the sustainability assessment
- Members were informed that the shuttle bus services would operate for a period of 12 hours per day (7.00am until 7.00pm) at 20 minutes frequency.

The Chair thanked Ms Lomas for her attendance and contributions.

Members raised the following questions to officers:

- Was it considered there were sufficient school places in the area and were there opportunities for existing schools to expand
- In a settlement of 800 dwellings, approximately how many primary school places would be required
- Would an air quality assessment be undertaken
- What was the proposed housing mix of the development

In responding to the issues raised, council officers said:

- The Officer in attendance from Children and Families suggested that the provision of a new primary school should create enough school places for the area. In addition there may be other options available if further places were required: Existing Primary Schools in the area may have available places, some schools could be expanded to create two forms of entry, school with an admission limit of 20 pupils could be expanded to 30 and further school provision may become available at existing primary schools (It should be noted that one school in the area required improvement)
- It was reported that 800 dwellings would equate to a one form entry primary school
- It was confirmed that an air quality assessment would be carried out due to the proximity of the A1 (M). There was also an intention to create buffer planting between the site and the road (A1(M))
- Housing mix would comply with Policy H4 (1,2,3 and 4 bed properties)

In offering comments Members raised the following issues:

- It was important to receive and understand the Inspectors decision/ recommendations arising from the Site Allocation Plan.
- Some comparisons to the Dunningley Lane, Tingley appeal (Dismissed on the grounds of sustainability)
- The majority of Members expressed the view that this site was not sustainable, suggesting it was too isolated and could only be accessed by car.
- The applicants would need to demonstrate/ overcome the issues of sustainability
- More retail was required on site
- How would children from off-site access the proposed Primary School

- How could this site make a positive impact to Wetherby
- Area needs to be developed as a whole, discussions are required with neighbouring land owners
- There was an opportunity to do something special/ impressive in terms of carbon emissions and innovative sustainable design

In drawing the discussion to a conclusion Members provided the following feedback;

- It was the view of Members that development of the site should not proceed until the Inspectors decision/ recommendations in respect of the Site Allocation Plan (SAP) were received.
- Members were of the view that further understanding of the proposed access arrangements and traffic modelling was necessary to fully consider the impacts of the development
- In terms of issues around drainage and risk of flood, Members suggested looking into the local history of the area (e.g. had any events at the nearby racecourse been cancelled due to flooding)
- Members requested to receive further information as to what was proposed for the whole of the site and expressed a preference for the school to be located closer to York Road
- Members expressed concern over the impact of the proposed development within the landscape
- Members expressed concerns over the environmental impact of the proposed development
- Members were not supportive of the conclusions reached in the balancing exercise

In summing up the Chair thanked all parties for their attendance and contributions, suggesting there were some real concerns about future development of this site. It would also be beneficial to await the Inspectors decision/ recommendations in respect of the Site Allocation Plan.

RESOLVED – That the contents of the report be noted

70 Application No. 18/04016/COND - Discharge of condition 26 (details of public artwork) of planning permission 17/03618/FU for a new multi-disciplinary physics and computing building incorporating alterations and extensions to the Old Mining Building, University of Leeds, Woodhouse Lane, Leeds

With reference to the meeting of 31st August 2017 and the decision to approve the application with a request that the City Plans Panel be consulted on the proposed artwork to the gable end facing Woodhouse Lane.

The Chief Planning Officer now submitted a report which set out details of the application which sought to discharge Condition No.26 (Details of Public Artwork) for a new multi-disciplinary physics and computing building

incorporating alterations and extensions to the Old Mining Building, University of Leeds, Woodhouse Lane, Leeds.

Site photographs, plans and drawings were displayed and referred to throughout the discussion of the application.

The Planning Officer addressed the Panel, speaking in detail about the proposal and highlighted the following:

- Planning consent was granted in August 2017
- Site location/ context
- Five storey extension to existing Listed Building
- Materials – reconstituted stone
- Proposed artwork to gable end wall would be a sculpture formed in anodised aluminium bars and flat-bar with a mixture of clear, brass, bronze and stainless steel finish

There were no questions raised by Members

In offering comment:

- Members were supportive of the proposed artwork

In summing up the Chair thanked all parties for their attendance and contributions, suggesting that the artwork would be a real feature to the building.

RESOLVED – That the proposed artwork be approved as detailed in the submitted drawings: SK(0)(002, SK(0)(003, SK(0)(004, SK(0)(005, SK(0)(006, SK(0)(007 and SK(0)(008

71 PREAPP/18/00484 - Pre Application Presentation for two storey (part three storey) airport terminal extension building (area 4500msq) at Leeds Bradford International Airport

The Chief Planning Officer submitted a report which set out details of a pre-application proposal for a two storey (Part three storey) airport terminal extension building (Area 4,500m.sq) at Leeds Bradford International Airport.

Members visited the site prior to the meeting. Site photographs and plans were displayed and referred to throughout the discussion of the application.

The applicant's representatives addressed the Panel, speaking in detail about the proposal and highlighted the following:

- Currently the airport handled 4m passengers per year, anticipated 25% increase in passenger numbers within the next 5 years
- Ageing infrastructure operating at capacity
- No capacity for long haul or wide bodied aircraft

- Increased baggage reclaim
- Increase in gate capacity
- Additional departure lounge
- Two storey (Part three storey) airport terminal extension building (Area 4,500m.sq)
- Materials – Glazing/ cladding system
- Landscaping/ hardstanding
- Completion date summer 2020

Members raised the following questions:

- How would passengers exiting the new arrivals block gain access to the taxi/ public transport areas
- How would construction deliveries be managed
- Could material samples be supplied

In responding to the issues raised, the applicant's representative and council officers said:

- The applicants representative said the proposal was to fill in the goods yard area and extend a route around the outside of the building to access the taxi/ public transport areas
- It was reported that discussions were ongoing with a main developer who had experience of delivering major schemes, the intention was to create an extensive compound with deliveries being made off peak
- It was confirmed that material samples would be supplied

In offering comments Members raised the following issues:

- Members were generally supportive of the application
- The timescale for completion appeared to be challenging
- Further details were required in respect of the new arrivals block
- Exiting the new arrivals block, passengers want easy access to taxi / public transport areas
- Heavy/bulky plant and materials need to be delivered off peak
- Quality landscape scheme required including the provision of seating
- Important to retain the one hour free car parking facility
- Further information was required on the potential impact on amenities from flight noise and increased travel

In drawing the discussion to a conclusion Members provided the following feedback;

- Members considered the principles of the development to be appropriate
- Members were supportive of the emerging scale, massing and design of the proposals
- That close liaison with Ward Members be undertaken in respect of the deed of variation and car parking matters

The Chair thanked the developers for their attendance and presentation suggesting that Members appeared to be generally supportive of the scheme

RESOLVED –

- (i) To note the details contained in the pre-application presentation
- (ii) That the developers be thanked for their attendance and presentation

72 Date and Time of Next Meeting

RESOLVED – To note that the next meeting will take place on Thursday 25th October 2018 at 1.30pm in the Civic Hall, Leeds.



Originator: Tim Hart

Tel: 3788034

Report of the Chief Planning Officer

CITY PLANS PANEL

25th October 2018

Pre-application presentation of proposed residential development at Lisbon Square, Lisbon Street, Leeds LS1 4LY (PREAPP/18/00239)

Applicant – SoCity Leeds Ltd

Electoral Wards Affected:

Little London and Woodhouse

Yes Ward Members consulted

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

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

1.0 Introduction

1.1 This presentation is intended to inform Members of the emerging proposals for a new multi-storey residential development on land presently occupied by three-storey office blocks dating from the mid-1980's.

2.0 Site and surroundings

2.1 The site comprises three similar, three-storey, red brick and pitched slate roof office buildings. The buildings are grouped to form three sides of a courtyard primarily used for parking and access to a basement car park. Ebor Court, beyond the western boundary to the site, is a three-storey flat-roofed building of a similar age effectively forming the fourth side to the courtyard.

2.3 Public highway borders the site on three sides. Lisbon Street to the east terminates at a turning head immediately south of a slip road off the Inner Ring Road. Skinner Street runs along the southern boundary connecting Lisbon Street with Croppergate. The existing building line fronting Lisbon Street and Skinner Street is set back with

soft landscaped areas to the front providing some visual relief to the street. A shared pedestrian / cycle path passes the northern side of the site forming an extension of Westgate.

- 2.3 The Inner Ring Road (A58M), off-slip to Wellington Street and A58 run to the north of the site at a slightly higher level. Surface car parks on the east side of Lisbon Street represent the former site of the International Pool. West One offices at Castle House to the south-east rise to 13 storeys. Cleared land to the south-west of Ebor Court was occupied by derelict office buildings for a long period of time prior to their demolition last year. Office buildings on the southern side of Skinner Street, facing the site and Grove Street / Wellington Street, vary in height between 3 and 5 storeys.

3.0 Proposals

- 3.1 It is intended to demolish the existing buildings and to construct two buildings on the site. The tallest building would be located on the northern edge facing Westgate / Inner Ring Road. The western limb of the building would be 24 storeys, dropping down to 21 storeys at the junction with Lisbon Street. The principal entrance to the building would be located at the base of this element of the building, raised several steps above ground level. A ramp would be provided on the southern side of the building to provide a secondary access into the building.
- 3.2 Other than for pedestrian entrances, reception and management areas, the ground floor would be laid out as co-working space, cycle storage, a café and a gym.
- 3.3 Upper floors would be occupied by residential accommodation. 155 apartments are proposed with a mix of one (72), two (80) and three (3) bedroom apartments. The minimum size of the one-bedroom units would be 38m²; the smallest two-bedroom units would be 63m²; and the three-bed apartments would be 90m².
- 3.4 Building 2 would front Lisbon Street and Skinner Street. That element fronting Lisbon Street would be 15 storeys dropping down to 10 storeys fronting Skinner Street. The building would oversail the vehicular access into the site, located in a similar location to that existing. The vehicular access would provide access to a courtyard space comprising 5 parking spaces and cycle storage facilities, and to a ramp down to a basement car park and plant area situated beneath Building 1.
- 3.5 The upper levels of Building 2 would accommodate 92 apartments comprising a mix of one (44), two (44) and three (4) bedroom apartments.
- 3.6 The north-western elevation of Building 1 would be located on the existing building line facing Westgate / Inner Ring Road. The eastern and southern elevations would be set back five metres from the kerb-line to Lisbon Street enabling widened footways and the provision of narrow strips of soft landscaping.

4.0 Relevant planning history

- 4.1 Planning permission was granted on 18th July 1983 for 3, three-storey offices blocks with basement car parking spaces (H/20/170/83).
- 4.2 There is an extant planning permission for the construction of a part 10, part 28 storey building comprising offices, flats and commercial space on cleared land to the south-west of Ebor Court previously occupied by Bridge House and Compton House (10/03459/EXT).

4.3 Members of City Plans Panel visited the site on 13th September 2018.

5.0 Consultation responses

5.1 LCC Highways – The disabled access is far from ideal and divorced from some of the key entry points. The width of spaces and isle width in the basement are narrow making it difficult to use. It is not clear how some of the cycle storage facilities would be accessed. Further information is required regarding delivery, collection and servicing. Compensation for the loss of a pay and display space on Lisbon Street would be needed. A Transport Assessment and Travel Plan would need to accompany the application.

5.2 LCC Conservation - The buildings to be demolished have very little, if any, significance as does the immediate context. The impact on heritage assets further afield such as the Town Hall should be tested by verified views.

5.3 LCC Flood Risk Management - The proposed development is located in Flood Zone 2 and a Flood Risk Assessment will be required. If practicable permeable paving, green roofs or roof gardens and green sustainable urban drainage systems should be utilised. A 50% reduction in the existing runoff would be considered acceptable. Separate foul and surface water drainage systems will be required and the drainage should be designed for the 1% AEP critical storm plus climate change event.

5.4 LCC Contaminated Land Team - A minimum of a Phase 1 Desk Study Report will be required in support of the application.

5.5 LCC Landscape - Street level landscape treatment should be considered creatively as part of the design process in terms of suitable compact and robust planting and materials to create as pleasing a setting for the building and interface with the wider streetscene as possible.

5.6 LCC Environmental Studies Transport Strategy Team – A noise assessment should be submitted with the application including current noise levels, those expected at different heights/façades of the proposed apartment block, together with proposed noise mitigation measures as appropriate (a glazing and ventilation strategy), such that the internal noise levels quoted within BS 8233 will be achieved.

6.0 Policy

6.1 Development Plan

6.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of decision making for this proposal, the Development Plan for Leeds currently comprises the following documents:

- The Leeds Core Strategy (Adopted November 2014)
- Saved UDP Policies (2006), included as Appendix 1 of the Core Strategy
- The Natural Resources & Waste Local Plan (NRWLP, Adopted January 2013) including revised policies Minerals 13 and 14 (Adopted September 2015).

6.2 Leeds Core Strategy (CS)

6.2.1 Relevant Core Strategy policies include:

Spatial Policy 1 prioritises the redevelopment of previously developed land in a way that respects and enhances the local character and identity of places and neighbourhoods.

Spatial Policy 3 seeks to maintain and enhance the role of the City Centre as an economic driver for the District and City Region, by comprehensively planning the redevelopment and re-use of vacant and under-used sites for mixed use development and areas of public space; enhancing streets and creating a network of open and green spaces to make the City Centre more attractive; and improving connections between the City Centre and adjoining neighbourhoods.

Spatial Policy 7 sets out the spatial distribution of the district wide housing requirement between Housing Market Characteristic Areas. The site is in the City Centre with a requirement to provide 10,200 units (2012-28)

Spatial Policy 11 includes a priority related to improved facilities for pedestrians to promote safety and accessibility, particularly connectivity between the edges of the City Centre and the City Centre itself; measures to deliver safer roads; the provision of infrastructure to serve new development; and provision for people with impaired mobility.

Policy CC1 outlines the planned growth within the City Centre including at least 655,000sqm of office floorspace and 10,200 dwellings.

Policy CC3 states new development will need to provide and improve walking and cycling routes connecting the City Centre with adjoining neighbourhoods, and improve connections with the City Centre.

Policy H3 states that housing development should meet or exceed 65 dwellings per hectare in the City Centre.

Policy H4 states that developments should include an appropriate mix of dwelling types and sizes to address needs measured over the long term.

Policy H5 identifies affordable housing requirements.

Policy EC3 safeguards existing employment land noting that change of use to non-employment uses will only be permitted (i) where the proposal would not result in the loss of a deliverable employment site; (ii) where existing buildings and land are considered to be non-viable in terms of market attractiveness, business operations, age, condition and or compatibility with adjacent uses or (iii) the proposal will deliver a mixed use development which continues to provide for a range of local employment opportunities and would not undermine the viability of the remaining employment site.

Policy P10 requires new development to be based on a thorough contextual analysis to provide good design appropriate to its scale and function, delivering high quality innovative design and that development protects and enhance the district's historic assets in particular, historically and locally important buildings, skylines and views.

Policies T1 and T2 identify transport management and accessibility requirements to ensure new development is adequately served by highways and public transport, and with safe and secure access for pedestrians, cyclists and people with impaired mobility.

Policy G9 states that development will need to demonstrate biodiversity improvements.

Policies EN1 and EN2 set targets for CO² reduction and sustainable design and construction, and at least 10% low or zero carbon energy production on-site.

Policy EN5 identifies requirements to manage flood risk.

Policy ID2 states that section 106 planning obligations will be required as part of a planning permission where this is necessary, directly related to the development, and reasonably related in scale and kind in order to make a specific development acceptable and where a planning condition would not be effective.

6.3 Saved Unitary Development Plan Review policies (UDPR)

6.3.1 Relevant Saved Policies include:

- Policy GP5 states that all relevant planning considerations to be resolved.
- Policy BD2 requires that new buildings complement and enhance existing skylines, vistas and landmarks.
- BD4 states that all mechanical plant and associated pipework should normally be contained within the envelope of the building.
- Policy BD5 states that a satisfactory level of amenity for occupants and surroundings should be provided.
- Policy LD1 identifies the criteria for landscape schemes.
- Policy N25 requires boundaries of sites to be designed in a positive manner.

6.4 Natural Resources & Waste Local Plan

6.4.1 The plan sets out where land is needed to enable the City to manage resources, like minerals, energy, waste and water over the next 15 years, and identifies specific actions which will help use natural resources in a more efficient way. Relevant policies include:

- Air 1 management of air quality through new development
- Water 4 development in flood risk areas
- Water 6 flood risk assessments
- Water 7 surface water run-off
- Land 1 contaminated land

6.5 Site Allocations Plan Submission Draft (SAP)

The site is not specifically identified in the SAP.

6.6 Core Strategy Selective Review (Submission Draft)

6.6.1 A selective review of the Leeds Core Strategy is presently being undertaken (CSSR). The CSSR includes a review of affordable housing; accessible housing requirements; and housing space standards. The submission draft plan was submitted to the Secretary of State for Housing and Local Government on 9 August 2018 and is evidence of the Local Planning Authority's emerging policy position.

6.7 National Planning Policy Framework (NPPF) July 2018

6.7.1 The NPPF sets out the Government's planning policies for England and how these should be applied (para 1), and is a material consideration in planning decisions (para 2). It states that the purpose of the planning system is to contribute to the achievement of sustainable development (para 7). So that sustainable development is pursued in a positive way at the heart of the Framework is a presumption in favour of sustainable development (paras 10-11). It states that decision makers at every level should seek to approve applications for sustainable development where possible (para 38). The Framework sets policies on the following issues which are relevant to this planning application proposal (including section numbers):

- 2 Achieving sustainable development
- 4 Decision making
- 5 Delivering a sufficient supply of homes
- 6 Building a strong competitive economy
- 7 Ensuring the vitality of town centres
- 8 Promoting healthy and safe communities
- 9 Promoting sustainable transport
- 11 Making effective use of land
- 12 Achieving well designed places
- 14 Meeting the challenge of climate change and flooding
- 16 Conserving and enhancing the historic environment

6.8 **Supplementary planning guidance**

- Parking SPD
- Accessible Leeds SPD
- Street Design Guide SPD
- Travel Plans SPD
- Tall Buildings SPD
- Building for Tomorrow Today: Sustainable Design and Construction SPD

7.0 **Issues**

7.1 Members are asked to comment on the proposals and to consider the following matters:

7.1 Principle of the development

7.1.1 The site is located within the designated City Centre. Core Strategy Policy CC1(b) encourages residential development in city centre locations providing that the development does not prejudice the functions of the City Centre and that it provides a reasonable level of amenity for occupiers.

7.1.2 The existing buildings, provide 3 storeys of primarily B1 office space albeit a backpackers' hostel now occupies some of the floorspace in one of the buildings. Core Strategy Policy EC3 seeks to retain office uses unless the development (i) would not result in the loss of a deliverable employment site; or (ii) existing buildings are considered to be non-viable in terms of market attractiveness, business operations, age, condition and or compatibility with adjacent uses; or (iii) the proposal will deliver a mixed use development which continues to provide for a range of local employment opportunities and would not undermine the viability of the remaining employment site.

7.1.3 There has been a significant shift in the focus of new office accommodation towards the west side of the city centre into areas such as Wellington Place to the south of

Wellington Street. Although there are cleared sites to the south-west and east of the site it is not located in an area of the city with a shortfall of employment land. Consequently, there remains a considerable amount of committed or newly completed office floorspace nearby within the city centre and consequently the development would accord with Core Strategy policy EC3.

7.2 Townscape considerations

- 7.2.1 The existing buildings resemble 1980's versions of domestic-scale properties in the streets around Park Square to the east. However, their form is unremarkable and they have limited visual merit. The buildings appear significantly under-scaled when viewed alongside the scale of the Inner Ring Road and surrounding highway infrastructure immediately to the north. As a corollary they appear diminutive in comparison with more recent buildings within the city centre alongside the Inner Ring Road and also buildings such as Castle House to the east. Nearby, planning permission has been granted for buildings up to 28 storeys in height and it is expected that at some time in the future proposals for larger-scale buildings will come forward on the former International Pool site.
- 7.2.2 Although it is intended to submit an outline application the scale of the proposed buildings has been confirmed, rising from 10 storeys along Skinner Street to 24 storeys alongside Ebor Court in the north-west of the site.
- 7.2.3 The scale of Building 1 would respond positively to the scale of both the neighbouring highway infrastructure and also taller buildings lining the Inner Ring Road. Further, the site is located in an area of the city centre where the Tall Buildings Design Guide identifies as there being a potential opportunity for a string of tall buildings. Indicative visuals illustrate a slender, well-proportioned building, when viewed from the east. Its linear form would be complementary to other nearby buildings fronting the Inner Ring Road such as the Nuffield Hospital (Leighton Street) and 3 Park Lane.
- 7.2.4 Building 2 would be situated approximately 7 metres to the south of Building 1 providing an appropriate separation enabling the tower to be read as a separate element and to break down the overall scale of development. At 15 storeys this part of Building 2 would be a similar height to West One offices across Lisbon Street to the south-west.
- 7.2.5 The final segment of Building 2, facing Skinner Street, would be 10 storeys in height significantly taller than the existing buildings on the southern side of the street. However, the revised alignment of the building parallel to, but set back from, Skinner Street helps to accommodate this greater mass.
- 7.2.6 Whilst the site is not located in a sensitive area from a heritage perspective given its scale the impact on heritage assets further afield, such as the Town Hall and Park Square, need to be examined. The applicant has been requested to provide proposed views for consideration.
- 7.2.7 The proposed maximum height of the building relative to its surroundings is such that the applicant is mindful that wind issues need to be considered in detail in conjunction with the emerging design of the development.
- 7.2.8 Although the appearance of the building would be a "reserved matter" submitted indicative visuals suggest a regular elevational treatment with a vertical emphasis which would be appropriate to the form of the building and its use.

7.2.9 **Do Members consider that the proposed scale of development and its relationship with the surrounding context is acceptable?**

7.3 Residential amenity, housing mix and affordable housing

7.3.1 The applicant has confirmed that the apartments will meet or surpass the national space standards which the Council intends to adopt through the CSSR. Additionally, there are also likely to be additional facilities located elsewhere within the building, such as cycle storage, co-working spaces and a gym, which could also be utilised by residents.

7.3.2 Subject to detailed design, the apartments in the development are likely to have acceptable levels of daylighting and a reasonable outlook in the context of a city centre environment. Whilst no such details have been provided, there is potential for the rooftops to be used as roof gardens which would both provide amenity space and also accord with sustainable drainage strategies.

7.3.3 The proximity of the building to the Inner Ring Road is such that high levels of noise attenuation are likely to be required to deal with traffic noise. The requirements will be identified and informed through the completion of a noise study and report.

7.3.4 Policy H4 of the Leeds Core Strategy identifies the need to include an appropriate mix of dwelling sizes in the city centre. Having taken advice from local agents the applicant indicates that there is very limited demand for three bedroom dwellings in the city centre and therefore intends responding to the demand. Consequently, it is intended to provide a mix of one bedroom (47%), two bedroom (50%) and three bedroom (3%) apartments. The proposed proportion of three bedroom apartments falls well short of the target in the Core Strategy (20%) and is also meaningfully lower than the 5% which has been accepted on recent developments elsewhere in the city centre. Consequently, it is considered that the ratio of 3 bedroom units in the development should increase to take account of local housing need.

7.3.5 Policy H5 of the Leeds Core Strategy identifies the need for affordable housing, presently 5% of the total number of units with 40% of those for households on lower quartile earnings and 60% for households on lower decile earnings. The applicant has confirmed that 5% of the units will be provided as affordable housing.

7.3.6 **What are Members comments on the proposed mix of apartments in the development?**

7.4 Transportation, accessibility and public realm

7.4.1 It is intended that vehicular access to the site would be in a similar location to that existing on Lisbon Street. The access would lead to a small courtyard and to an underground car park beneath Building 1. The proposal suggests parking space for a total of 17 cars. This is below the maximum standard for parking in this area but policy allows for little or no parking provision subject to there being no adverse impact on the road network. Notwithstanding widespread on-street parking controls nearby this will need to be demonstrated in the application. Two of the parking spaces would be allocated for disabled parking in accordance with policy. No visitor parking is required and alternative public off-street space is available nearby. Spaces are also required for the car club and electric vehicle charging point provision.

7.4.2 Servicing proposals have not yet been provided albeit it is anticipated that refuse, servicing and deliveries will be contained within the site to prevent obstruction of local highways.

7.4.3 The finished ground floor level of Building 1 is intended to be raised over a metre above ground level surrounding the site resulting in a series of steps up from Lisbon Street to the main entrance and also from the parking courtyard to a landing outside a side door into the building. Once within the building there would be lift access to all floors. Whereas a ramp is provided to help overcome the change in levels this is not readily accessible from the parking courtyard resulting in a convoluted and indirect route to the building for less mobile people. The ramp would not provide access into the main entrance foyer but into an area at the base of the stair-core to the side of the building. Such a segregated arrangement is not considered to provide reasonable provision for people including wheelchair users contrary to Core Strategy policy T2 and emerging policy in the Core Strategy Selective Review.

7.4.4 **What are Members' comments on the proposed access arrangements into the development?**

7.4.5 Existing buildings on the site are set back from the back edge of the footways on both Lisbon Street and Skinner Street providing shallow areas of soft landscaping which are beneficial to the visual amenities of the streetscene. There is no such landscaping presently on the northern edge creating a far bleaker environment alongside the shared footway / cycleway. It is proposed to increase the width of the Lisbon Street footway to 3 metres with a narrow strip of soft landscaping retained alongside the building. In common with the more significant hard and soft landscaped areas provided on the west side of Castle House it is considered that opportunities for improving the public realm surrounding the development should accompany the forthcoming planning application.

7.4.6 **Do Members consider that the development should deliver improvements to the public realm around the periphery of the site?**

7.5 Conclusion

7.5.1 Members are asked to note the contents of the report and the presentation, and are invited to provide feedback, in particular, on the issues outlined below:

- **Do Members consider that the proposed scale of development and its relationship with the surrounding context is acceptable? (7.2.9)**
- **What are Members' comments on the proposed mix of apartments in the development? (7.3.6)**
- **What are Members' comments on the proposed access arrangements into the development? (7.4.4)**
- **Do Members consider that the development should deliver improvements to the public realm around the periphery of the site? (7.4.6)**

GENERAL NOTES

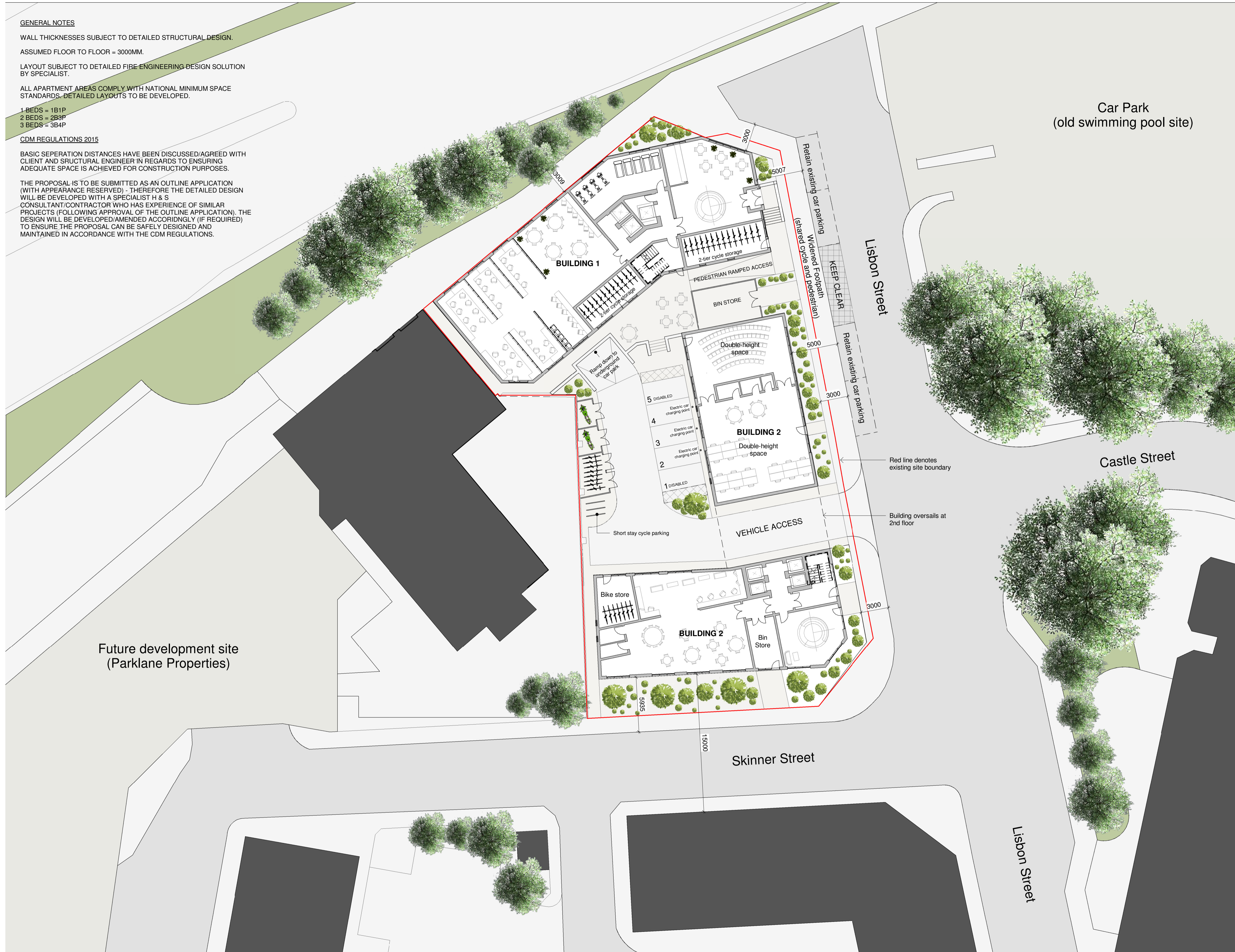
WALL THICKNESSES SUBJECT TO DETAILED STRUCTURAL DESIGN.
 ASSUMED FLOOR TO FLOOR = 3000MM.
 LAYOUT SUBJECT TO DETAILED FIRE ENGINEERING DESIGN SOLUTION BY SPECIALIST.
 ALL APARTMENT AREAS COMPLY WITH NATIONAL MINIMUM SPACE STANDARDS. DETAILED LAYOUTS TO BE DEVELOPED.

1 BEDS = 1B1P
 2 BEDS = 2B3P
 3 BEDS = 3B4P

CDM REGULATIONS 2015

BASIC SEPERATION DISTANCES HAVE BEEN DISCUSSED/AGREED WITH CLIENT AND SRUCTURAL ENGINEER IN REGARDS TO ENSURING ADEQUATE SPACE IS ACHIEVED FOR CONSTRUCTION PURPOSES.

THE PROPOSAL IS TO BE SUBMITTED AS AN OUTLINE APPLICATION (WITH APPEARANCE RESERVED) - THEREFORE THE DETAILED DESIGN WILL BE DEVELOPED WITH A SPECIALIST H & S CONSULTANT/CONTRACTOR WHO HAS EXPERIENCE OF SIMILAR PROJECTS (FOLLOWING APPROVAL OF THE OUTLINE APPLICATION). THE DESIGN WILL BE DEVELOPED/AMENDED ACCORDINGLY (IF REQUIRED) TO ENSURE THE PROPOSAL CAN BE SAFELY DESIGNED AND MAINTAINED IN ACCORDANCE WITH THE CDM REGULATIONS.



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Rev.	Date	Drawn	Check	Description
B	05.10.18	JCE	JCE	Red line added
A	05.10.18	JCE	JCE	Revised in line with highways consultants comments

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PRELIMINARY ISSUE

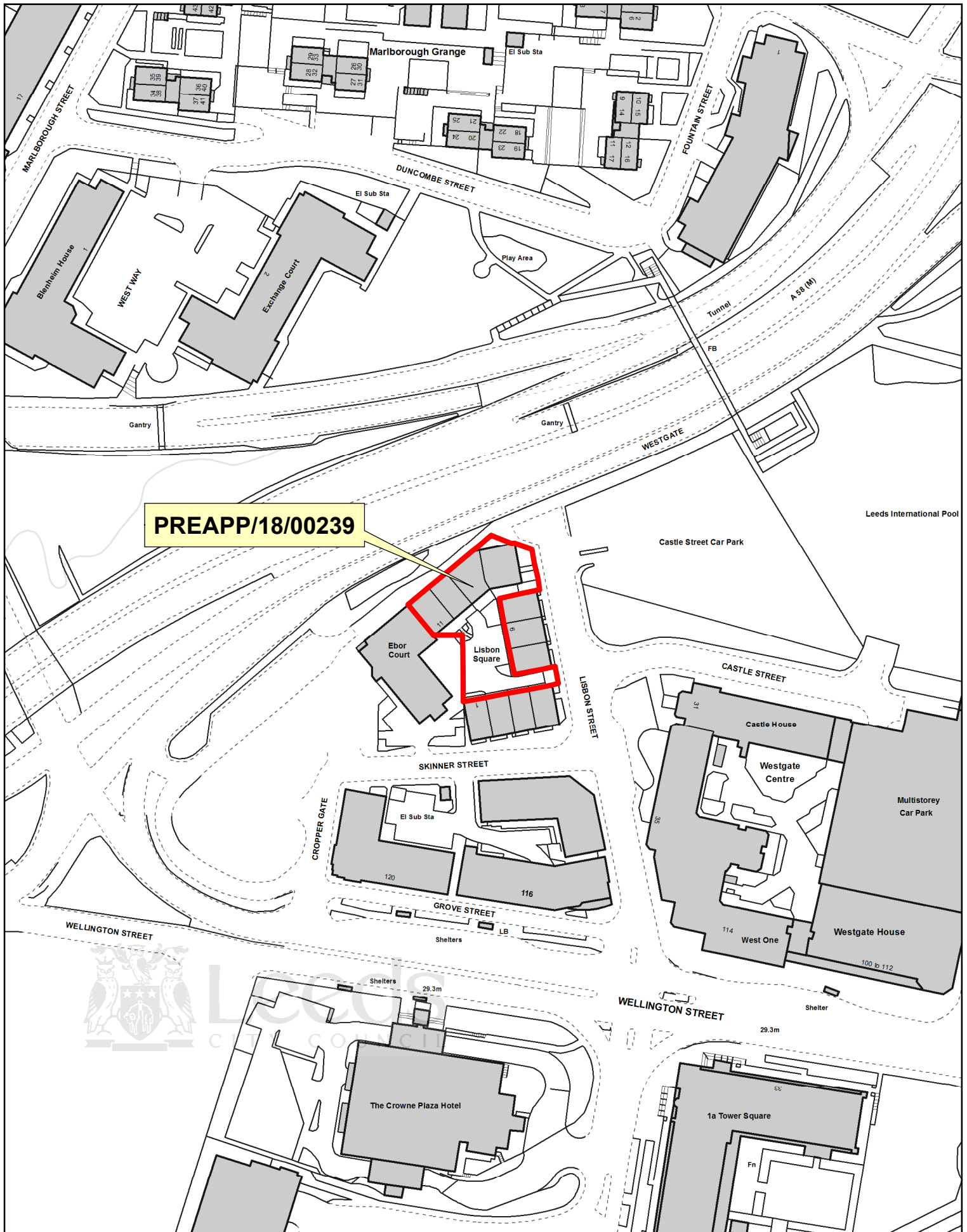
Project Title:
 SoCity, Leeds

Client:
 SoCity, Leeds

Drawing Title:
 Proposed Site Plan

File Number: C007
Drawn By: JCE
Checked By: JCE
Scale@A1: 1 : 200 **Date:** 01.10.18
Dwg No: SK350 **Rev:** B

Aspect Architecture



PREAPP/18/00239

CITY PLANS PANEL



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Originator: Sarah McMahon

Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 25 October 2018

Subject: PREAPP/17/00700- Preapplication presentation for a new masterplan for the Leeds General Infirmary with the demolition of the former nurse's home and other buildings and creation of a new adult and children's services health facility building, a multi storey car parking, new access and egress points into the hospital grounds and a landscape scheme, at Great George Street, Leeds, LS1 3EX

Developer- Leeds Teaching Hospitals NHS Trust

Electoral Wards Affected:

Little London & Woodhouse

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

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

1.0 INTRODUCTION:

- 1.1 This presentation is intended to inform Members at an early stage of the emerging proposals for the demolition of the former nurse's home and other buildings and creation of a new adult and children's services health facility building, a multi storey car park, new access and egress points into the hospital grounds and a landscape scheme, which form part of a comprehensive redevelopment and regeneration of the Leeds General Infirmary's (LGI) estate. The LGI forms part of the NHS Trust's Building the Leeds Way Investment Programme which seeks to enhance health services in Leeds to assist the Trust to continue to provide the best in terms of integrated and specialist health care. The NHS Trust has been engaged in significant positive engagement with Officers and the proposals are now brought to

City Plans Panel as the development involves major investment in Leeds General Infirmary, which is an important provider of health care within Leeds.

- 1.2 The LGI hospital campus is positioned within the emerging Leeds Innovation District. This concept represents the strategic aims of the City Council, the Teaching Hospital, and the Universities to use their joint and shared knowledge, civic and land assets to catalyse and accelerate innovation and economic growth throughout the city. The overarching intent is to create a world-class hub for research, innovation and entrepreneurialism in priority sectors that delivers transformational economic growth for Leeds and the City Region.
- 1.3 The Trust have provide a supporting statement which is attached to this report as an Appendix. This statement provides an overview of the Trust's proposals and their various clinical health purposes, information on the functions of the Leeds Hospitals in question, an overview of the Trust's investment programme, information on how the other parts of the estate will be developed, the Trust's role within the Innovation District and how the site can engage with this concept, the current position of the Trust in respect of their proposals and the programme for development.

2.0 SITE AND SURROUNDINGS:

- 2.1 The site is the estate of the Leeds General Infirmary which is located within the defined City Centre. The estate is made up from a broad mixture of buildings of different form and architectural era and the Infirmary grounds are set within the City Centre Conservation Area. The Grade I Listed Gilbert Scott designed Infirmary building and Grade II* School of Medicine and the Grade II boundary wall and railings to the Infirmary and the Algernon Firth Institute of Pathology are set within the demise of the hospital's estate. In addition the Grade II* Civic Hall and the Grade II Church of St George, Burley House, 12A Clarendon Road, 14 Clarendon Road, 16 Clarendon Road and Woodhouse Hall are close to, but outside of, the boundary of the hospital grounds.
- 2.2 The Corson's Outpatients' Department which sits within the campus of the hospital has recently been added to the Listed Buildings register and has been determined to be a Grade II Listed Building.

3.0 PROPOSAL:

- 3.1 The proposed development seeks to demolish a number of buildings within the hospital grounds, decommission others thus freeing them for alternative uses, and to build a new centralised 'state of the art' adult and children's services building providing some 78,000 sq metres of focused healthcare space. This would result in the consolidation and centralisation of inpatient and outpatient services for children in a new and more accessible world-class children's hospital.
- 3.2 In addition the changes will allow the centralisation of a number of adult services (to include outpatients and therapies; day case surgery and endoscopy) that will permit services to be co-located and centralised improving the patient experience and facilitating a significant release of currently under used estate buildings. It is also projected that this will result in an increase and release in operating theatre and critical care capacity to meet increasing demand for neurosurgery and cardiac surgery.
- 3.3 Further to this the scheme will allow the consolidation of maternity services, currently provided over two separate sites, into a single Maternity Unit. The proposals will also

support improvements to Emergency Care and, in particular, plans to develop new Primary Care diagnostics and treatment services as part of a newly established Urgent Treatment Centre

- 3.4 A new multi storey car park, to accommodate in the region of 450 spaces is proposed. These would be in addition to the existing multi storey car park to the north of the hospital grounds (which has 709 spaces). Existing surface car parking at the number of locations will be rationalised, with some removals, resulting in an overall provision of approximately 1500 car parking spaces across the LGI estate. As a result there would be a net increase in car parking numbers of some 410 additional visitor car parking spaces. To the front of the new healthcare building and the multi storey car park an area providing 41 drop off spaces is proposed.
- 3.5 In addition to improve accessibility and legibility across the estate new principal vehicle and pedestrian access and egress points would be created alongside the new drop off area. The principal vehicle access would be from Calverley Street with vehicles exiting the hospital campus via Portland Street. New and enhanced pedestrian and cycling routes both north - south and east - west would be created including the breaking through of the Brotherton Wing building to create a broad pedestrian only route into the site from Calverley Street.
- 3.6 Across the hospital campus it is proposed to define a series of spaces and pedestrian routes as part of a hard and soft landscape scheme. These proposals are at an emerging stage but could include a public open space in front of the new healthcare building, a pocket park, private and semi-private amenity spaces, and roof terrace/gardens, greened, enhanced pedestrian only routes into and around the site. Opportunities to create meaningful, usable spaces as well as tree planting and the placement of public art are being explored.
- 3.7 The Jubilee wing would be subject to internal reconfigurations to improve patient flow within the Emergency Department/Major Trauma Centre and the new adult and children's services building would attach to it to create a combined day and critical care facility for all.
- 3.8 It is proposed to submit the scheme as an Outline Planning Application for the proposed demolition of buildings, the construction of the new healthcare facilities and the construction of a new multi storey car park and associated access and layout proposals. Detailed design would then be subject to a Reserved Matters application and any appropriate Planning Conditions.
- 3.9 The wider LGI site area (which would fall outside the scope of the Outline Planning Application) will form the basis of a separate planning application(s). The NHS Trust have advised that they would expect such applications to be brought forwards by a development partner with the principles of development being based upon the vision for improved site access and permeability and also indicative development clusters across the site.
- 3.10 Whilst not part of this current presentation it should be noted that the NHS Trust's Building the Leeds Way programme also proposes alterations to some parts of the St James University Hospital (SJUH) campus. Currently, these proposals will principally include:
 - The reconfiguration of Pathology services through the creation of a new centralised Pathology building at the SJUH consolidating Biochemistry, Haematology, Immunology, Microbiology and Cytology (it is currently proposed that this will be a new building following the demolition of existing facilities);

- The creation of a new Multi Speciality Assessment Area to support the Emergency Department at SJUH and provide enhanced assessment facilities and new Primary Care diagnostics and treatment services as part of a newly established Urgent Treatment Centre (predominantly deemed to be internal building reconfiguration); and

- The phased centralisation/ reorganisation of Ophthalmology Services (predominantly deemed to be internal reconfiguration)

Whilst the proposals for the SJUH site are largely independent of the Leeds General Infirmary redevelopment plans, there are strategic links between the plans for both hospitals. For example, the establishment of new Urgent Treatment Centre hubs. In addition, the Trust's ability to centralise the LGI and SJUH Pathology Services may impact the future master planning of the LGI site and ultimately the creation of a new mixed use development focused around a series of Innovation hubs. However the SJUH proposals are not detailed at this time and as such do not form part of this presentation to Plans Panel, but will be brought before Members at a future date.

4.0 RELEVANT PLANNING HISTORY:

4.1 None

5.0 HISTORY OF NEGOTIATIONS:

5.1 The proposals have been the subject of significant positive pre-application discussions between the NHS Trust, their Architects, and Local Authority Officers since November 2017. These discussions have focused on the new positions of the buildings, the change of use of existing buildings, demolitions, heritage matters, scale, massing and design, connectivity and routes, car parking and transport links, and landscape features.

5.2 City Plans Panel Members were briefed on the emerging plans and taken on a visit of the LGI site on 16 October 2018.

5.3 Ward Members were consulted on 22 December 2017 and re-consulted on 3 October 2018.

6.0 RELEVANT PLANNING POLICIES:

6.1 National Planning Policy Framework (NPPF)

6.2 The National Planning Policy Framework (NPPF) was revised and adopted in July 2018 and sets out Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

6.3 Paragraph 39 of the NPPF states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community

6.4 Paragraph 124 of the NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested,

is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process

- 6.5 Paragraph 193 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 6.6 Paragraph 194 of the NPPF states that any harm to, or loss of, the significance of a designated heritage (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.
- 6.7 Paragraph 195 of the NPPF states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:
- a) the nature of the heritage asset prevents all reasonable uses of the site; and
 - b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
 - c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
 - d) the harm or loss is outweighed by the benefit of bringing the site back into use.
- 6.8 Paragraph 196 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 6.9 The Development Plan for Leeds currently comprises the following documents:
- 6.10 The Development Plan for Leeds currently comprises the following documents:
1. The Leeds Core Strategy (Adopted November 2014)
 2. Saved Leeds Unitary Development Plan Policies (Reviewed 2006), included as Appendix 1 of the Core Strategy
 3. The Natural Resources & Waste Local Plan (NRWLP, Adopted January 2013) including revised policies Minerals 13 and 14 (Adopted September 2015).
 4. Aire Valley Leeds Area Action Plan (Adopted November 2017)
 5. Any Neighbourhood Plan, once made.
- 6.11 Core Strategy
- 6.12 The Core Strategy sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district.
- 6.13 Spatial Policy 1: Location of Development states that;
- (i) The majority of new development should be concentrated within urban areas taking advantage of existing services, high levels of accessibility and priorities for urban regeneration and an appropriate balance of brownfield and greenfield land
- 6.14 Policy CC1: City Centre Development:
The City Centre will be planned to accommodate at least the following:
- iv) Supporting services and open spaces and improvements to the public realm.

This will be achieved through implementation of outstanding permissions, decision making on planning applications, master-planning, and identification of appropriate sites and mixed use allocations through LDF Allocations Documents, according to the following criteria:

c) Hospital, university, college, and cultural facilities to be retained in the City Centre

6.15 Policy P10: Design states that:

New development for buildings and spaces, and alterations to existing, should be based on a thorough contextual analysis to provide good design appropriate to its scale and function.

New development will be expected to deliver high quality innovative design that has evolved, where appropriate, through community consultation and which respects and enhances the variety of existing landscapes, streets, spaces and buildings according to the particular local distinctiveness and wider setting of the place, contributing positively towards place making and quality of life and be accessible to all.

6.16 Policy P11: Conservation states that development proposals will be expected to demonstrate a full understanding of historic assets affected. Heritage statements assessing the significance of assets, the impact of proposals and mitigation measures will be required to be submitted by developers to accompany development proposals.

6.17 Policy T2: Accessibility Requirements and New Development states that new development should be located in accessible locations that are adequately served by existing or programmed highways, by public transport and with safe and secure access for pedestrians, cyclists and people with impaired mobility:

(i) In locations where development is otherwise considered acceptable new infrastructure may be required on/off site to ensure that there is adequate provision for access from the highway network, by public transport and for cyclists, pedestrians and people with impaired mobility, which will not create or materially add to problems of safety, environment or efficiency on the highway network.

6.18 Leeds Unitary Development Plan Review Retained Policies

Policy BD6 (All alterations)

Policy BD5 (All new buildings and amenity)

Policy GP5 (All planning considerations)

Policy N16 (Extensions to listed buildings)

Policy N17 (All listed buildings)

Policy N19 (New buildings and extensions within or adjacent to a conservation area)

6.19 Leeds Natural Resources and Waste DPD 2013

6.20 The Natural Resources and Waste Local Plan was adopted by Leeds City Council on 16th January 2013. The Natural Resources and Waste Development Plan Document (Local Plan) is part of the Local Development Framework. The plan sets out where land is needed to enable the City to manage resources, like trees, minerals, energy, waste and water over the next 15 years, and identifies specific actions which will help use natural resources in a more efficient way.

6.21 Supplementary Planning Documents

6.22 Parking Supplementary Planning Document adopted January 2016.

6.23 Supplementary Planning Document 'Travel Plans' (February 2015)

7.0 KEY ISSUES

7.1 Principle of the proposed uses

7.2 The proposal is to create a new specialised clinic accommodation building to house both adult and children's services, as well as a new purpose built multi storey car park to service the needs of the hospital. Core Strategy Policy CC1 states that hospital facilities should be retained within the city centre and Core Strategy paragraph 5.1.16 states that the Leeds General Infirmary contributes greatly to the vitality and economy of the City Centre. The buildings and the uses therein would all be sited fully within the Leeds General Infirmary grounds and would complement, support and enhance existing health care services. As such the proposals are compliant with planning policy.

7.3 It should be noted that the wider masterplan for the proposals also suggests possible future uses, including the potential for innovation uses, office, residential and retail for the decommissioned buildings. These are indicative only at this stage and would require interest from other developers, either working in partnership with the trust or independently, at a future date.

7.4 Proposed demolitions and the scale, massing and design of the proposals

7.5 The proposals involve the creation of a new 'state of the art' adult and children's services building upon the site of the former nurse's home buildings and a new multi storey car park, public space and drop off area in the location of other later buildings behind the Brotherton Wing, which faces Calverley Street. This therefore requires the demolition of the former nurse's home and the mix of 20th century buildings that currently sit behind the Brotherton Wing, as well as the breaking through of the Brotherton Wing to create a new access point into the hospital grounds.

7.6 The former nurse's home, Brotherton Wing, King Edward Memorial Wing and the associated buildings behind Brotherton are not formally Listed Buildings in their own right. However the extent of the defined Listings of other buildings on the hospital campus has been clarified by the Developer with Historic England and as a result the Corson's Outpatients Department building has been added to the register of Listed Building and is now defined as a Grade II Listed Building.

7.7 It is the case that some of the buildings to be demolished do have some level of architectural and historic merit that is considered to contribute to the character and visual amenity of the City Centre Conservation Area, which is a designated heritage asset in its own right. As such the buildings to be demolished are considered to be non-designated heritage assets. The character of this part of the conservation area is predominantly Victorian, with a number of historic buildings still being evident within and adjacent to the hospital grounds. However it is the case that the buildings to be demolished do not have sufficient significant to be considered worth of listing. There are also a number of other existing hospital building adjacent to these non-designated heritage assets, which are of different eras and architectural styles and the character of buildings and streets in the wider city centre starts to shift significantly in respect of architectural era and layout around the campus.

7.8 Therefore Officers consider that the level of demolitions would be likely to lead to less than substantial harm to the significance of these non-designated heritage

assets and the City Centre Conservation Area and that the advice in paragraph 196 rather than paragraph 195 of the revised NPPF is applicable for this proposal. This advises that the harm to the heritage asset should be weighed against the public benefits of the proposal.

- 7.9 The public benefits to the scheme including:
1. The reconfiguration of hospital services creating a more legible campus
 2. The creation of dedicated adult and children's services wings to allow for enhanced patient services
 3. The creation of additional on site car parking to assist the ease of patients and visitors trips to the hospital
 4. The freeing up of underused important listed buildings in the hospital ground to allow them to be put back into a new sustainable use.
 5. The ability to support the most advanced technologies, equipment and treatments.
 6. The ability to improve on providing mobile, flexible care tailored to the needs of patients.
 7. The creation of modern, comfortable surroundings designed to welcome and reassure patients.
 8. The ability to support innovation and pioneering research.
- 7.10 In addition, the proposal would realise high quality new buildings, enhanced pedestrian connections and new public spaces. The above noted public benefits are considered to be material in the assessment of the proposals in this presentation. Provided the detailed scheme that comes forward from these emerging design concepts is sensitively detailed and of a sufficiently high quality then Officers considered they will be able to accept that the benefits outweigh the harm in this instance and accord with policy tests when assessing the plans together.
- 7.11 The scheme is at an emerging stage in respect of the design details of the proposed buildings and the Trust intends to submit the proposals as an Outline planning application upon which maximum and minimum parameters for building height and footprints will be set, alongside a Design and Access Statement and Travel Plans/Transport Assessment. It is expected that this information, and any consent, will be used to inform a design brief and future design competition for the detailed design of both buildings.
- 7.12 These key principles will be grounded in the establishment of buildings that whilst contemporary in design, will have a connection to and a relationship with the historic and more contemporary buildings that are retained on the hospital campus. The adult and children's services building is required to be provide a specific level of floor space to allow it to fulfil all of its functions and this would produce a building of some 13 and 14 storeys in height. As such there would need to be a step change in height between the new building and the adjacent Brotherton Wing building. Therefore Members will be presented with a series of key views indicating how the new building would sit adjacent to the Brotherton Wing, and other nearby buildings including the Civic Hall and taller University buildings to the north.
- 7.13 The main Brotherton building fronting on to Calverley Street, whilst not a Listed Building, has historic and architectural merit. However the buildings to its rear are of a lower quality and a variety of eras, and will as stated above, be demolished. As such it is proposed to create a cut in the retained frontage of Brotherton Wing at its lower levels to create a generous pedestrian focused route into the campus. Behind this building would sit the proposed multi storey car park.

- 7.14 The dimensions of the new multi storey car park would be dictated by the number of spaces required as well as the type of internal car parking layout chosen. The latter is still be considered and as such this building will also be subject to maximum and minimum parameters to address its potential scale. Despite this it is evident that the multi storey car park would need to be taller than the Brotherton Wing. However it is likely that due to the positions of the two buildings, there would be limited views of the new multi storey car park from the street and Millennium Square. This will be demonstrated in the key views to be presented to Members at Plans Panel.
- 7.15 Within the design and access statement the focus will be on promoting a design ethos and a palette of materials that reflect the heritage rich setting, whilst creating high quality contemporary buildings. This approach should then inform the design brief for the architectural competition for the detailed design of the new buildings.
- 7.16 The new building is likely to connect in to the reconfigured Jubilee Wing and would present a new face to the hospital campus to the northern Calverley Street entrance. The creation of this new building will also allow the existing Jubilee entrance to the hospital ground to become solely dedicated to the Accident and Emergency Department allowing this important hospital department to improve its functionality and patient flow.
- 7.17 Do Members support the principle of the demolitions?**
- 7.18 Do Members have any comments regarding the emerging scale, massing and design of the proposals?**
- 7.19 Transportation and Accessibility
- 7.20 To accommodate and serve the changes proposed to hospital services the creation of a significant number of new parking spaces, as well as the consolidation of existing parking, including the removal of some hard to reach spaces, across the hospital estate, is proposed. To create new additional spaces there is a proposal to build a new multi storey car park to be sited behind the Brotherton Wing which will house 450 space. This would result in a total of some 1500 car parking spaces across the hospital grounds and a net increase in parking across the hospital campus of some 410 spaces. In addition an area to the front of the multi storey car park, close to the main entrance to the new adult and children service's building will be set out with 41 drop off spaces.
- 7.21 The adopted Parking Supplementary Planning Document identifies the hospital campus parking areas as core and fringe parking zones. For both types of zone the parking guidelines allow a maximum of 3 car parking spaces for every 2 hospital bed spaces. In addition there is a requirement to provide 6% of the car parking spaces for disabled users and a further 4% of spaces as more accessible bays.
- 7.22 To facilitate the new car park behind the Brotherton Wing a new vehicle access and new main pedestrian routes from Calverley Street are to be created. Vehicle egress from the site would be via Portland Street. The positioning of this new multi storey car park will need to take account of any servicing, bin store access and delivery requirements of the retained Brotherton Wing, of which the use is yet to be defined, with this building being released for future development.
- 7.23 The Trust will need to submit a Transport Assessment to demonstrate the potential impact on the highway network.

7.24 Landscape and Connectivity

- 7.25 The proposed reconfiguration of services and building demolitions would allow the creation of a new public square at the heart of the hospital grounds, as well as a potential pocket park to the western side of the campus, private and semi-private amenity spaces and roof top terraces/gardens. This landscape scheme is an emerging concept and as such details of how these spaces would be laid out are still under discussion. The possibilities of creating significant soft/green landscape features as well as tree planting are being considered as part of this discussion.
- 7.26 In addition, the opportunities to create new, legible routes across the hospital estates both north-south and east-west, within the grounds and through some buildings, are currently being explored. For the east-west route this would lead through the hospital grounds from Calverley Street to the Clarendon Wing area and to the bridge over the Inner Ring Road. The routes north-south would lead from Portland Street and Great George Street through the campus, including through the new healthcare building and out to Calverley Street. The possibility of removing the surface car parking to the south of the campus, outside the Grade I Listed Gilbert Scott designed Infirmary building, allowing this area to be landscaped and further greened could assist in the attractiveness of marketing the adjacent listed building to future developers.
- 7.27 Do Members support the emerging landscape scheme and approach to connectivity?**

9.0 CONCLUSION

9.1 The key questions asked in the report above are as following:

- 7.17 Do Members support the principle of the demolitions?**
- 7.18 Do Members have any comments regarding the emerging scale, massing and design of the proposals?**
- 7.27 Do Members support the emerging landscape scheme and approach to connectivity?**

Background Papers: PREAPP/17/00353

PREAPP/17/00700 Appendix - Supporting Information

Purpose

This briefing note provides a summary of the redevelopment proposals being prepared by the Leeds Teaching Hospitals NHS Trust (“LTHT”) and, in particular:

- the challenges faced by the Trust in response to rapidly changing healthcare demands and new innovative treatments;
- details of the proposed outline planning application which is planned to be submitted by the Trust in December 2018;
- the wider economic and regeneration opportunities for Leeds; and
- the indicative timescales for realising the proposed opportunities.

Overview of the Trust’s Proposals

There has been a hospital in Leeds since 1767 and for around 250 years, hospitals in Leeds have led the way in offering patients the very best treatment and care. Now, the Trust has established a vision for the next generation of hospital services for patients from Leeds and beyond.

The Trust is embarking on an exciting journey that will enable it to meet the rapidly changing nature of healthcare and embrace new and emerging advances in clinical services and medical technologies within world-class buildings. Through its *Hospitals of the Future Programme*, the Trust, which already delivers internationally recognised clinical services, is seeking to develop new state-of-the-art healthcare facilities that will better support individual and personalised care, innovation, technology and research. The Trust’s *Building the Leeds Way Investment Programme* will deliver a new hospital development at the Leeds General Infirmary which shall include a new state of the art hospital building for adult services and a new dedicated purpose-built hospital for children and young people.

Leeds Teaching Hospitals NHS Trust

The Leeds Teaching Hospitals NHS Trust is the single acute healthcare provider for the City of Leeds and is a major employer and an integral part of the City of Leeds, wider Yorkshire and national healthcare community. The Trust employs 17,000 staff and each year provides care for more than 130,000 inpatients across 2,000 beds. Coupled with this the Trust sees more than 100,000 day case patients each year and annually delivers over 1.15m outpatient appointments. Across the Trust’s two A&E Departments, there are over 200,000 ambulance attendances and over 200 air ambulance visits in addition to those who self-present at A&E.

The Trust’s clinical services are delivered at hospitals, across five sites within Leeds and provide the full range of specialist and general clinical services with the exception of heart transplant surgery. The Trust is one of the leading NHS providers of specialist clinical services and is recognised for its expertise in cancer, cardiac care, major

trauma, specialist transplantation and children's services among many others. It has an international reputation for innovation and research, pioneering new treatments and procedures to offer patients some of the most advanced healthcare in the world. However, the condition and inflexibility of the Trust's healthcare estate is a significant challenge in meeting the needs of 21st Century healthcare. The estate ranges widely in its age and condition, from modern buildings (for example the Bexley Wing at the Trust's St James University Hospital Site), to the Victorian listed buildings at both the Leeds General Infirmary and St. James University Hospital sites, some dating as far back as 1846.

Over the past few years, driven by a clear clinical strategy, the Trust has begun to reconfigure its estate and the use of facilities such that all clinical inpatient services within each specialty (with the exception of Maternity) are now provided from a single hospital site. This has seen a move away from both of the large acute sites duplicating services to one where each site has a unique, efficient identity with co-located specialties. The Trust's clinical strategy has a number of implications for the current estate, namely:

- increased and remodelled day case capacity is required;
- increased theatre, critical care and complex diagnostics capacity is required to meet the growth in specialist services;
- completion of the consolidation of Leeds Children's Hospital;
- centralisation of maternity/neo-natal services and the creation of a midwife-led unit;
- re-modelling and modernisation of the outpatient model; and
- the renewal of infrastructure to ensure safe services, maintain business continuity and support clinical and technological developments.

Challenges facing the Trust at the Leeds General Infirmary site include:

- some of our oldest buildings do not meet standards for modern healthcare and cannot be used, wasting space and resources;
- addressing backlog maintenance and repairs is estimated to cost in the region of £100 million;
- poor layouts and a lack of flexible spaces mean we can't meet growing demand for specialist clinical services;
- there are insufficient operating theatres to meet increases in the demand for day-case procedures that will significantly improve the care pathway for patients and, where clinically appropriate, enable patients to recover at home rather than in hospital;
- outpatient services are scattered around the site and often in cramped ward areas, contributing to long waiting times;

- the site layout and configuration of clinical services is poor with poor accessibility and clinical services not in defined areas - patients tell us that it is difficult to access the site as well as to find their way around the hospital with potentially long travel distances; and
- the current Children's Hospital in Clarendon Wing and Martin Wing is difficult to find, not in a single location and shares space with adult services, which is not ideal for children and young people or for our teams to work together effectively.

Overview of the Investment Programme

The Trust Board approved an estates strategy in June 2018 which proposes a significant development at the Leeds General Infirmary site as well as smaller investments at the St James University Hospital site.

At the Leeds General Infirmary site, the Trust is proposing to build a new state of the art hospital for adult services and a new dedicated purpose-built hospital for children and young people. These buildings will support:

- the most advanced technologies, equipment and treatments;
- mobile, flexible care tailored to the needs of our patients;
- modern, comfortable surroundings designed to welcome and reassure; and
- innovation and pioneering research.

The new hospital development at the Leeds General Infirmary comprising a new state-of-the-art adult hospital and Children's Hospital will:

- consolidate and centralise inpatient and outpatient services for children in a new and more accessible world-class children's hospital;
- centralise a number of adult services (to include outpatients and therapies; day case surgery; endoscopy) that will permit services to be co-located and centralised improving the patient experience and facilitating a significant release of estate;
- increase and release operating theatre and critical care capacity to meet increasing demand for neurosurgery and cardiac surgery;
- bring together maternity services, currently provided over two separate sites, into a single Maternity Unit where consultant-led services will be directly co-located with midwifery-led services that will include a new midwife led unit (note the Trust's Maternity proposals will remain subject to a formal separate public consultation process); and
- support improvements to Emergency Care and, in particular, plans to develop new Primary Care diagnostics and treatment services as part of a newly established Urgent Treatment Centre.

The development proposals will seek to improve access for patients, staff and visitors as well as supporting the redevelopment of a large City Centre site that will open up communities currently disconnected due to a lack of permeability across the site created by the existing buildings and landscape. The proposals will also see the consolidation of parking at the Leeds General Infirmary site and the creation of a new multi storey car park which will provide for an increase in the number of car parking spaces but within the maximum permitted by the Local Authority's standards.

The Trust's investment plans, which have been prioritised in the West Yorkshire & Harrogate ("WY&H") Health & Care Partnership Estates Strategy, will enable the Trust to operate more efficiently and to meet the anticipated demand from Leeds and West Yorkshire whilst also placing the Trust in the best position to support the region in the development of certain specialist services. The planned investment will:

- remove service duplication through the centralisation of Children's, Maternity and Neonatal Services and support the creation of a mid-wife led unit in Leeds alongside the obstetric services (note the Trust's Maternity proposals remain subject to formal consultation);
- bring together the majority of children's outpatient's services with inpatient services currently and enable the creation of a new Children's surgical day case unit and day case theatre suite.
- centralise Pathology Services to reduce backlog maintenance, service duplication and the overall service footprint whilst being scalable to meet future demand
- support the Trust to comply with national policies, local strategies, Commissioner Mandates, and deliver improved clinical governance through the separation of adult and children's services;
- increase adult and children day case procedures to support the reduction in Length of Stay at hospital;
- provide operating theatre and critical care capacity to meet increasing demand for neurosurgery and cardiac surgery that will ensure that patients within these specialties will be operated on in a timely manner;
- centralise adult ambulatory services on the LGI site;
- increase adult and children day case procedures to support a reduction in the length of stay;
- create modern fit-for-purpose facilities for the delivery of clinical services;
- support clinical and technological advancement;
- release c. 5ha of land for economic regeneration and mixed use developments in Leeds City Centre which could include residential units within the newly emerging Innovation District;

- release over 100,000m² of poor quality estate reducing backlog maintenance by c. £100m+ (gross); and
- support the analysis of options for a cost effective solution for the Woodhouse Tunnel and Leeds Inner Ring Road (LIRR) assessed as having user benefits in the region of £2bn.

Other Estate Developments

Whilst the Trust's proposals focus heavily upon the Leeds General Infirmary site, the Trust has also identified planned investments at the St James University Hospital site that shall be brought forwards separate to the proposed Leeds General Infirmary planning application. These redevelopment proposals will include:

- the re-configuration of Pathology Services through the establishment of a newly centralised Pathology facility that will consolidate biochemistry, haematology, immunology, microbiology and cytology services provide STP alignment and flexibility for the future;
- the creation of a new Multi-Specialty Assessment Area ("MSAA") to support the Emergency Department;
- supporting the creation of new enhanced assessment facilities and new primary care diagnostics and treatment services as part of a newly established Urgent Treatment Centre; and
- the phased centralisation/reorganisation of Ophthalmology Services.

Whilst the proposals for the St James University Hospital site are independent of the Leeds General Infirmary redevelopment plans, there are strategic links relating between the plans that, for example, relate to the establishment of new Urgent Treatment Centre hubs. In addition, the Trust's ability to centralise the Leeds General Infirmary and St James University Hospital Pathology Services may impact the future master planning of the Leeds General Infirmary site and ultimately the creation of a new mixed use development focused around a series of Innovation hubs.

The Innovation District

The Trust's new hospital development proposals at the Leeds General Infirmary are part of a much bigger redevelopment and economic regeneration opportunity for Leeds. The Trust's proposals are expected to make available land that will be surplus to future healthcare requirements. Whilst a sustainable development strategy will be established that will see the surplus site as a mixed use development opportunity, it is intended that the land be redefined to have a focus on health and life related sciences/innovations that will connect with the Universities' and City's wider innovation agenda and science partnerships and benefit from being co-located with world-class clinical services.

The Leeds Innovation District represents the strategic intent of the Leeds Teaching Hospital NHS Trust, the University of Leeds, Beckett University and Leeds City Council

to use their knowledge, assets and partnerships as a catalyst to accelerate innovation and economic growth throughout the city. It represents a once in a generation opportunity to develop the northern district of the city centre through a unique masterplan, connecting significant developments by the City's universities, civic improvements by Leeds City Council and the redevelopment of the Leeds General Infirmary.

The Trust, in partnership with the University of Leeds, Leeds Beckett University and the City Council have established a collaborative partnership and a strategic board to lead the development and realisation of the vision for an Innovation District. The vision, established by the strategic board is to create a "*World-class hub for research, innovation and entrepreneurialism in priority sectors that delivers transformational economic growth for Leeds and the City Region.*" The vision is supported by four key strategic goals which can be defined as:

Deliver economic growth and social value for Leeds

- Grow our priority sectors, particularly through a focus on health and life sciences, creative and digital, data, engineering, advanced infrastructure and urban services, including new opportunities where different sectors come together
- Demonstrate the social value of applied innovation in health, public realm, and wider public services
- Foster a skills pipeline that connects the people of Leeds to high quality employment opportunities, in line with the Leeds Inclusive Growth Strategy

Support the growth of world class institutions

- Drive research and innovation activity and expertise through greater collaboration between industry, researchers, clinicians and public sector leaders to position Leeds as a leading national and international centre for innovation
- Maximise the attractiveness of Leeds to potential students and employees
- Enhance our ability to commercialise knowledge produced by our universities, health system and entrepreneurs

Create a vibrant place to live and work

- Improve public realm to create the spaces for collaboration and embed the Innovation District as part of an accessible and connected city that is designed to foster innovation and cross sector working
- Ensure the availability and quality of incubation spaces for innovative start-up/spin out businesses and grow on space for scale up companies to be retained in the city, both within the Innovation District and across Leeds

- Embed smart cities and environmentally sustainable infrastructure to future proof the Innovation District

Demonstrate Leeds capability on a world stage

- Act as a beacon for the wide range of innovation activity across Leeds
- Attract inward investment based on Leeds key capabilities
- Foster international collaborations that support the aims of the Innovation District and those of the organisational partners

The Leeds General Infirmary Outline Planning Application

The Trust's development proposals for the Leeds General Infirmary are currently at a pre-application briefing and engagement stage. Following a period of engagement and communication surrounding the proposals, the Trust is proposing to submit an Outline Planning Application (all matters reserved) based upon a set of Parameter Plans, Design and Access Statement, Travel Plans and Transport Assessment. It is expected that this information, and any consent, will be used to inform a design brief and future design competition; a process that will provide the Trust and the City Council with the best outcomes possible. The Outline Planning Application will provide for a red line boundary that will cover the:

- proposed demolition of buildings;
- construction of the new healthcare facilities; and
- construction of a new multi storey car park and associated access and layout proposals.

Wider Area

The proposals for the wider Leeds General Infirmary site area (which falls outside the scope of the Outline Planning Application) to be repurposed as part of the wider City Plans to establish an Innovation District will form the basis of a separate planning application(s). It is expected that such applications shall be brought forwards by a development partner with the principles of development being based upon the vision for improved site access and permeability and also indicative development clusters across the site.

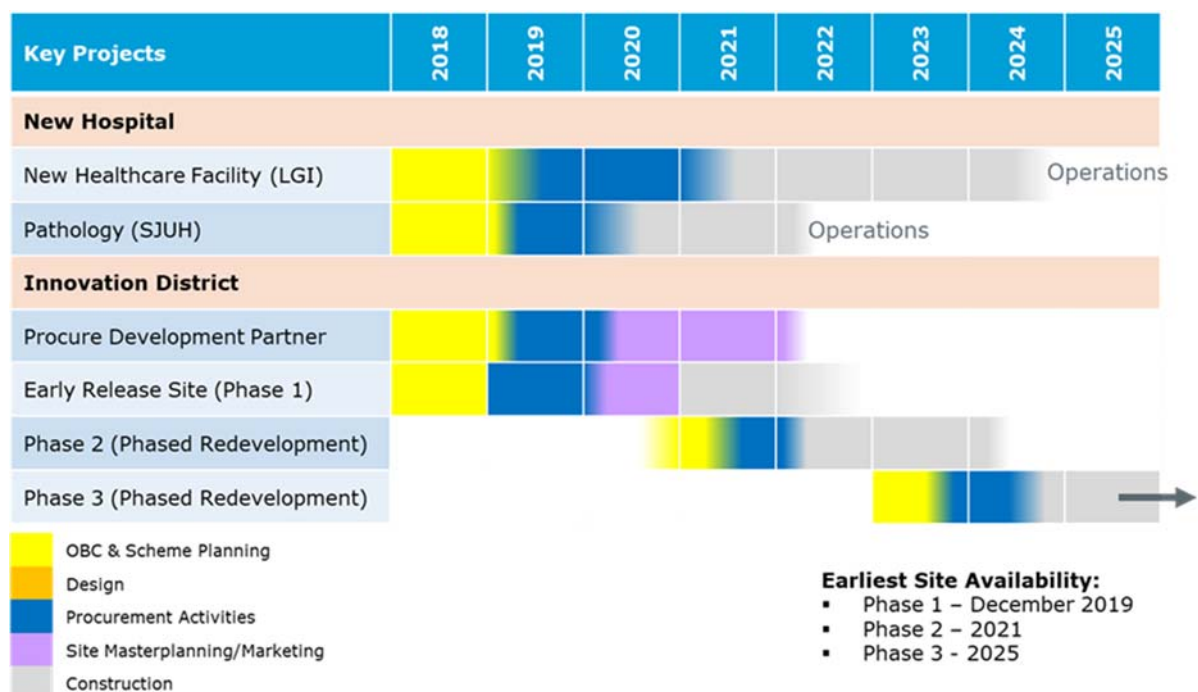
Where Are We Now?

Whilst the Trust's vision is beginning to take shape, there remains a long way to go with critical milestones being the submission of an Outline Business Case in 2019 and achieving a successful resolution to the Trust's Outline Planning Application which is proposed for submission to Leeds City Council's Local Planning Authority in December 2018. The Trust is required to secure Outline Planning Consent prior to its proposals being considered by health regulators.

The Programme Ahead

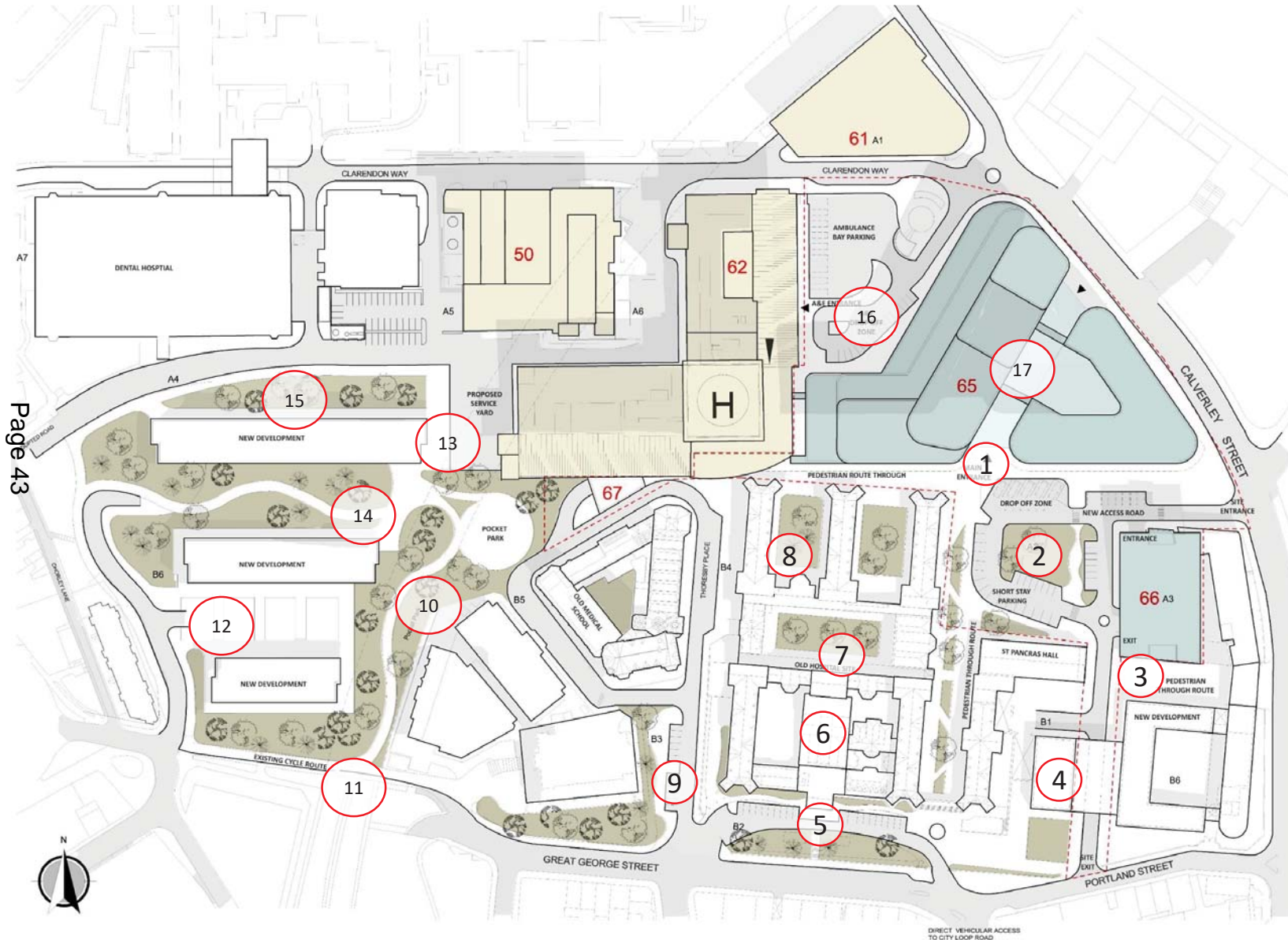
Subject to the Trust securing Outline Planning Consent and approval of its Outline Business Case, the Trust will seek to hold some form of design and build competition for the Leeds General Infirmary redevelopment proposals the detail for which remains the subject of further definition.

Whilst the Trust is continuing to develop its delivery plans, it has prepared an indicative development programme for delivering the two principle investments which will be the new hospital development at the Leeds General Infirmary (the new adult services building and the new world-class children’s hospital) and the new Pathology hub to be located at the St James University Hospital site. The programme also outlines the Trust’s vision and timescales for the redevelopment of the wider Leeds General Infirmary site which is to be repurposed as part of the City’s plans to establish an Innovation District where site areas could, subject to the timing of opportunities to deliver the planned healthcare investments, be brought forwards for redevelopment in phases.



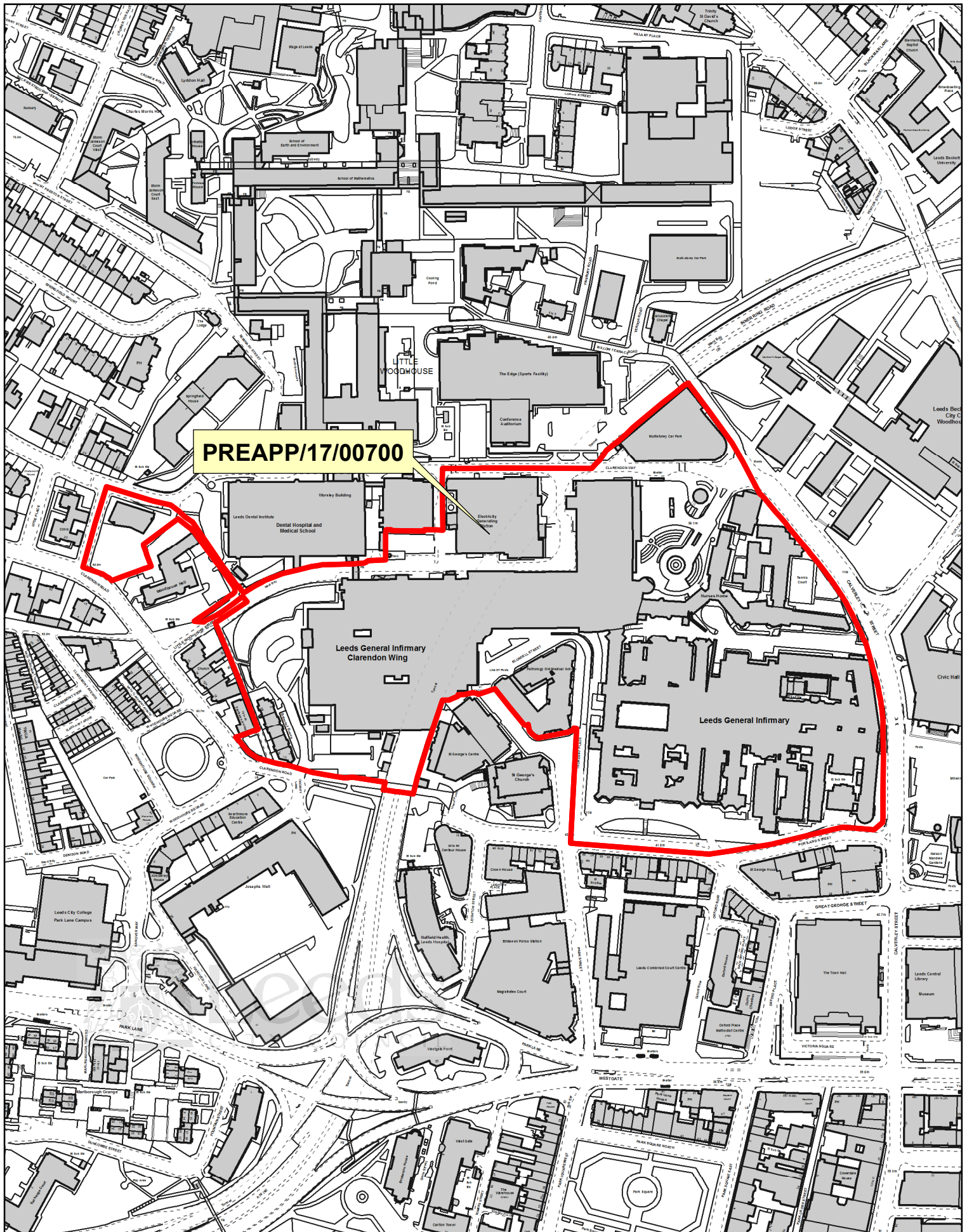
3. Proposed Site Layout

General Site-wide Proposals



1. Entrance into new healthcare building to have varied & interesting hard landscaped frontage, which incorporates casual seating & mingling space.
2. Vehicular drop off area to front to be incorporated into the main landscaping proposals with opportunity to create space to promote public art
3. Newly formed pedestrian opening through the Brotherton Wing creating public access routes through from Millennium Square
4. Incorporating roof terrace / gardens within the new development opportunities
5. Frontage to the existing old hospital site to be renewed to create an entrance space more in keeping with the grade 1 listed building
6. Existing Hospital building to be re-developed space between existing ward wings to provide private / semi private amenity space
7. Secure private amenity space for use by local occupants
8. Semi private amenity space
9. Routes along Thoresby Place to be landscaped & amount of road side parking reduced to create more green open space
10. Area directly above underpass to be designated as an open green space / pocket park. Reinforcing routes through the site
11. Existing cycle path to be opened out & incorporated into the overall landscaping scheme
12. Parking for proposed development to be a mixture of surface level & sub-terrain / Basement parking
13. Future space to extend FM / service provision & space for emergency egress from Jubilee wing
14. Routes through the site to promote links to the East / west axis – connecting the innovation district through to the Universities Worsley building
15. Environmental buffer zone between existing hospital buildings & proposed development site
16. Existing drop off area to be designated as Ambulance / A&E drop off only
17. Proposed Atrium link to have retail / café spaces incorporated into route through





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CITY PLANS PANEL

