



Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 29 August 2013

Subject: PLANNING APPLICATION 13/02861/FU FOR NEW 3 STOREY EDUCATIONAL CAMPUS, EXTERNAL AMENITY SPACES, CAR PARKING, SERVICING FACILITIES AND ASSOCIATED LANDSCAPING AT FORMER YORKSHIRE CHEMICALS SITE, BLACK BULL STREET, HUNSLET, LEEDS LS10

APPLICANT

Leeds College Of Building

DATE VALID

18 June 2013

TARGET DATE

17 September 2013

Electoral Wards Affected:

City and Hunslet

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

ADDENDUM TO REPORT

Introduction

This Addendum sets out the matters which were identified in the main agenda report to be updated verbally at Plans Panel. These matters are as follows:

1. Provision of off-site highways works
2. Public transport improvements including the comments of Metro
3. Public realm provision
4. Section 106 obligation summary
5. Environmental Protection team's comments regarding the biomass boiler
6. Yorkshire Water comments
7. An update to specified conditions in the report

Regarding points 1, 2 and 3, an overall package of obligations and enhancements have been sought. The application site lies just outside the area covered by the South Bank Planning Statement, however this college scheme and the accompanying off-site highways works proposed are crucial to achieving the connectivity aims of the document. By securing the package of pedestrian and cycle connectivity improvements through the development of

this site, new linkages between Bridge End and the south side of Hunslet Road (including Leeds City College Printworks Campus) would be possible in one phase. Connections towards New Dock would also be improved through the delivery of this project. Section 3.6 (page 34) of the South Bank Planning Statement sets out the priorities for infrastructure provision, specifically identifying the following in order of priorities:

- (a) Public realm infrastructure tariff for park and pedestrian/cycle bridge delivery:
 - (i) City Centre Park feasibility studies
 - (ii) Highways alterations/downgrades/closures/landscaping in order to enable the park
 - (iii) Park design, delivery and maintenance
 - (iv) Pedestrian and cycle bridge linking South Bank to Sovereign Street
 - (v) Flood alleviation works

- (b) Sustainable transport measures
 - (i) Public transport infrastructure contributions (local and strategic)

It also states that the Local Planning Authority may enter into negotiations with applicants to determine the priorities to enable the scheme and the provision of common infrastructure to proceed. In this case, the delivery of an important publicly funded project, supported by necessary pedestrian and cycle links to allow connection from Bridge End towards New Dock and to the south of Hunslet Road which would not be delivered otherwise, are the fundamental priorities. The College of Building have indicated that the overall package of obligations which, as sought, would be approximately £295 277 of off-site works and financial contributions, plus 12% on-site public realm provision including an east –west route, (in addition to landscaping and the provision of trees to Hunslet Road and Black Bull Street which are not included in this figure), would not therefore be reasonable in terms of the size of the development, or from a publicly funded project for educational use in the current economic climate. Plans Panel accepted a similar case for the Alf Cooke Printworks scheme.

Therefore, in order to ensure the delivery of the project within funding constraints, and in order to guarantee through the planning application process the provision of the first major steps to joining up sites in the South Bank, it is considered that the following measures are appropriate to be delivered by this project.

1 Off-site Highways Works

1.1 With reference to paragraphs 10.3.5 and 7.1.1 of the report, the following off-site highways works (see attached plan reference 3052/SK091/003) are required to support the development, and achieve the wider regeneration objectives identified in the South Bank Planning Statement:

- Upgrading of the existing pelican crossing close to the junction of Hunslet Lane/Butterley Street to a Toucan crossing.
- A controlled crossing on Crown Point Road including alterations to the width of the carriageway.
- A controlled crossing on Black Bull Street including alterations to the width of the carriageway.
- Widening of the Cudbear St footway to 2m on the full length of that site frontage.
- Amendment to waiting restrictions and parking bays on Cudbear Street and Sheaf Street to ensure that delivery vehicles can safely access the site.

1.2 The estimated cost of these works is approximately £150,000. The works would be controlled by a Grampian condition to be delivered prior to the occupation of the

college building, in accordance with the attached plan. These works will enhance pedestrian connectivity within the South Bank area.

2. Public realm provision

With reference to paragraph 10.2.8 and 10.2.9 of the agenda report, in terms of public realm provision in relation to UDPR Policy CC10, the application proposal would deliver 12% site area as publicly accessible space. This would include an important east-west route across the northern part of the site, which would form part of the network of routes identified in the South Bank Planning Statement, plus an informal space by the entrance off Hunslet Road. This is in addition to landscaping and the provision of trees to Hunslet Road and Black Bull Street, which are not included in this 12% figure. £76,125 was sought from the college using a formula based on the delivery of a high quality landscape treatment suitable for the City Centre Park. On balance, when considering the additional wider pedestrian and cycle connectivity benefits of the package of crossings set out above, which would improve access to the Park for students and surrounding developments, a commuted sum in lieu of on-site provision of £30 000 is considered acceptable, to be spent by the Council on feasibility and design work on the City Centre Park

3. Public transport improvements including the comments of Metro

- 3.1 West Yorkshire Metro's consultation comments received 27 August 2013 state that Metro do not object to the development in principle and they do have concerns regarding public transport accessibility in the local area, due to the site's position in the centre of a multiple lane one-way gyratory traffic system. They support the pedestrian crossing improvements to Crown Point Road and Black Bull Street, as they would improve access to public transport across the area. They would also seek a strategic public transport contribution in accordance with SPD5, a new fully enclosed shelter with real-time display to bus stop 10621 on Hunslet Road at a cost of £20 000, and a real-time display in a college communal area at a cost of £5000. The college has committed to a real-time display in the building for students and staff to access, however it is not willing to commit to the exact display cost of £5000 requested by Metro.
- 3.2 In terms of priority, it is considered that the provision of the pedestrian and cycle connectivity improvements in the area are of the highest importance, followed by the need to make provision for public realm improvements in the South Bank, followed by local public transport improvements, in accordance with the objectives for infrastructure provision in the South Bank Planning Statement.
- 3.3 A public transport contribution in accordance with SPD5 for this development has been calculated as £42,152. When balanced against the benefits of the delivery of the pedestrian crossing improvements to Crown Point Road, Hunslet Road and Black Bull Street; the delivery of new public realm around and across the site (which would give much improved access to public transport for college students and for the benefit of the wider South Bank area including nearby Leeds City College and New Dock), and the provision of a new fully enclosed bus shelter with real-time display close to the college entrance, a strategic public transport contribution is not considered appropriate in this case.

4. Section 106 Obligations Summary

- 4.1 In conclusion, the following Section 106 planning obligations are required:

- Public realm contribution towards local public realm improvements in lieu of meeting the requirements of UDPR Policy CC10 £30 000
- Public transport local bus stop improvement contribution £20 000
- Travel plan monitoring fee in accordance with the Travel Plans SPD £2500
- Public access to the route along the northern edge of the site and to an area by the building entrance at the south west corner of the site.
- Cooperation with local jobs and skills training initiatives. This would involve making reasonable endeavours to cooperate and work closely with Employment Leeds to develop an employment and training scheme to promote employment opportunities for local people in City and Hunslet and any adjoining Ward during the construction works, from the start of the tendering process and reasonable endeavours would also be made to agree a method statement with the future occupiers to identify employment and training opportunities, to provide every six months details of recruitment and retention of local people as employees and training of apprentices, and identify any vacancies on a monthly basis to Employment Leeds. We will also seek to work with the college on training initiatives to complement the Aire Valley Urban Eco-Settlement.
- Section 106 management fee £2250

5. Leeds City Council Environmental Protection team consultee comments received 22 August 2013:

No objection subject to compliance with relevant legislation including Department of Energy and Climate Change guidance on particulate emissions and the Clean Air Act 1993.

6. Yorkshire Water consultee comments received 28 August 2013:

No objection subject to standard conditions regarding drainage.

7. Update to Conditions specified in the report:

The following conditions have been added to the recommendation set out in the main agenda since the original report due to subsequent consultation comments from Leeds City Council Transport Development Services and the Council's Nature Conservation Officer:

- 25) Development shall not commence until details of the proposed method of closing off and making good all existing redundant accesses to the development site have been submitted to and approved in writing by the local planning authority. The approved works shall be completed before the development is occupied.

To ensure the free and safe use of the highway in accordance with the adopted Leeds UDP Review (2006) policy T2.

- 26) Development shall not commence until a plan showing details of dedicated space for loading, unloading and parking of service/delivery vehicles has been submitted to and approved in writing by the Local Planning Authority. This space shall be retained for the lifetime of the development.

To ensure the free and safe use of the highway in accordance with adopted Leeds UDP Review (2006) policy T2.

- 27) Development shall not be occupied until a Car Park and Servicing Management Plan (inc. timescales) has been submitted to and approved in writing by the Local Planning Authority. The plan shall be fully implemented and operated in accordance with the approved timescales.

To ensure the free and safe use of the highway in accordance with adopted Leeds UDP Review (2006) policy T2

- 28) Development shall not commence until a plan showing details of all vehicle parking and turning areas has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be implemented and parking made available for use prior to occupation of the development. The parking shall be retained for the lifetime of the development.

To ensure the free and safe use of the highway in accordance with adopted Leeds UDP Review (2006) policy T2 and T24.

- 29) Development shall not commence until a survey of the condition of the vehicular highway within the application site, with any necessary mitigation works, has been submitted to and approved in writing by the Local Planning Authority. The approved mitigation works shall be fully implemented prior to occupation of the development.

To ensure the free and safe use of the highway in accordance with adopted Leeds UDP Review (2006) policy T2.

- 30) Notwithstanding the details shown on approved plan ref 12_014(90)001 B dated 1 August 2013, no development shall take place until a plan showing sight lines of 2.4m x 33m at the junction of the site access with Cudbear Street, has been submitted to and approved in writing by the Local Planning Authority. Means of vehicular access to and from the site shall be as shown on the approved details. The sightlines must be retained and maintained free of obstructions greater than 1.05m in height above the adjacent carriageway level for the lifetime of the development.

To ensure the free and safe use of the highway in accordance with adopted Leeds UDP Review (2006) policy T2, T5 and T6, and the NPPF.

- 31) Prior to the occupation of the development, a plan to identify bird nesting opportunities (for species such as House Sparrow and Starling) on the site shall be submitted to and approved in writing by the Local Planning Authority. The agreed plan shall show the number and specification of the bird nesting features, where they will be located, and a timescale for implementation. The approved details shall be implemented within the timescales agreed and retained as such thereafter.

To enhance biodiversity in the area, in accordance with the NPPF.