



Report of the Chief Planning Officer

CITY PLANS PANEL

29th March 2018

Hybrid planning application (17/06455/FU) for a phased development on land at Globe Road and Water Lane, Holbeck, Leeds comprising:

- 1) Demolition of all existing buildings and structures other than the listed bridge crossing Hol Beck and the main part of the Print Works, and preparatory works;**
- 2) Detailed planning permission for erection of two office buildings (use class B1) with ground floor uses comprising any or all of retail, office and leisure (use classes A1, A2, A3, A4, A5, B1 and/or D2) totalling up to 26,100sqm gross external area and associated means of access, parking, landscaping and associated infrastructure works; and**
- 3) Outline planning permission with all detailed matters reserved, to be implemented in phases, for mixed use development totalling up to 103,900 sqm gross external area comprising residential use (C3); business floor space (B1 a/b/c); and other uses including all or some of the following; retail, leisure, hotel, health and community uses (use classes A1, A2, A3, A4, A5, B1, C1, D1 and D2); car parking (that may include a multi-storey car park); new public spaces; hard and soft landscaping; cycle parking; access; servicing; and other associated infrastructure and engineering works.**

Applicant – CEG acting on behalf of ASE II Holbeck Ltd.

<p>Electoral Wards Affected:</p> <p>City and Hunslet</p> <p><input type="checkbox"/> Yes Ward Members consulted</p>	<p>Specific Implications For:</p> <p>Equality and Diversity <input type="checkbox"/></p> <p>Community Cohesion <input type="checkbox"/></p> <p>Narrowing the Gap <input type="checkbox"/></p>
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RECOMMENDATION: DEFER and DELEGATE to the Chief Planning Officer for approval subject to no objections being raised by the Environment Agency in respect of flooding issues, and the specified conditions identified in Appendix 3 (and any others which he might consider appropriate) and also the completion of a Section 106 agreement to include the following obligations:

- Leeds City Council Travel Plan Review fee of £20,000**

- **Provision of 3 Leeds City Council Car Club parking spaces**
- **Business Car Club Contribution = £12,600+(B1area -14000) x 0.22 (where B1 area is the area in sqm of B1 use class)**
- **Residential Travel Plan Fund contribution of £245.50 per dwelling**
- **Contribution towards operation of the flood gates within the site and along Water Lane fronting the site (amount to be agreed)**
- **Off-site canalside towpath and biodiversity habitat improvements**
- **Provision of 5% affordable housing**
- **Provision for public rights of access to the public access areas across the site**
- **Contribution for loss of revenue from on-street car parking bays (amount to be agreed)**
- **Contribution towards Whitehall Road / Globe Road junction improvement works (scope of improvements and amount to be agreed)**
- **Provision of the easternmost bridge over Holbeck as part of the next phase of development following completion of the detailed office led phase**
- **Local employment and training initiatives**
- **Section 106 management fee (£4,500).**

In the circumstances where the Section 106 has 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.

1.0 Introduction

- 1.1 The proposals by CEG, the developers of Kirkstall Forge, will bring forward the long-awaited, comprehensive regeneration of this prominent, largely vacant, city centre site to create a vibrant mixed-use neighbourhood in Holbeck, South Bank. The land was acquired by CEG during 2015. Prior to 2015 the sites have been the subject of a series of unimplemented planning permissions. Much of the land is cleared and presents a run-down appearance, detracting from the Holbeck Conservation Area, and the setting of nearby listed buildings including those within Tower Works, the Round Foundry and at Globe Quay.
- 1.2 The comprehensive development of these sites by CEG seeks to provide a high quality, innovative and sustainable scheme which enhances the historic environment, forms new public spaces and permeable pedestrian routes and delivers significant new office space, homes and other supporting services.
- 1.3 Pre-application proposals were presented to City Plans Panel on 18th August 2016 and 12th January 2017 (PREAPP/15/00955). A copy of the minutes of those meetings is attached at Appendix 1 and 2 respectively. The application details closely relate to the proposals presented to Panel in January 2017. The key aims and objectives of the development are to:
- Create a diverse, vibrant and sustainable mixed-use community with a distinctive sense of place.
 - Make good use of the underused land to meet commercial and housing needs.
 - Benefit from nearby rail links (including the railway station's southern entrance, and proximity to future HS2 links).
 - Create jobs and training opportunities and establish a high quality business environment in 'Grade A' offices as a platform for future economic investment.
 - Deliver inspiring architecture including flagship tall buildings to mark this gateway to the city with improved public realm and new public spaces.

- Respect key views and the special characteristics of the Conservation Areas by sensitive and contextual design.
- Ensure sufficient flexibility to respond to changing opportunities, economic circumstances, and occupier requirements.
- Improve connectivity to and through the site from the commercial core and existing communities in Holbeck.
- Prioritise pedestrian and cyclist movement through the site; and
- Avoid unacceptable environmental impacts including addressing wind / microclimate and flood risk.

1.4 CEG remains committed to early delivery of the proposed development with the intent to start enabling works in the near future with a view to completing the detailed element of the scheme in 2020. The investment involved would help to realise the ambitions of Leeds Growth Strategy and to deliver priorities within the Best Council Plan. In doing so it should also be a catalyst for the sustainable development of vacant sites beyond thereby acting as the next stepping stone between the city centre and communities to the south.

2.0 Site and surroundings

2.1 The application site comprises five parcels of land totalling 3.52ha in Holbeck, South Bank to the south of the Leeds-Liverpool Canal and to the south-west of Granary Wharf which, itself, is located adjacent to the city railway station. The largely cleared sites are separated by Globe Road and Water Lane, Hol Beck (located in a channel to the north of Water Lane) whilst a disused railway viaduct meanders from north to south close to the western boundary of the site.

2.2 Around a third of the site lies within the Holbeck Conservation Area and the Canal Wharf Conservation Area is situated to the north-east. The site includes the grade II listed Hol Beck footbridge and several non-designated heritage assets, including Water Lane Print Works. There are several listed and non-designated historic buildings dating from the industrial revolution in the period between the late Eighteenth Century and early Nineteenth Century close to the boundaries of the site. Consequently, although much of the site presents a poor quality appearance it sits within a sensitive heritage location. The surrounding area contains a mixture of land uses including both commercial and residential accommodation.

2.3 North of Globe Road (referred to as “Globe Waterside”)

2.3.1 This parcel of land is bounded by the canal and railway viaduct along the north and west edge; Globe Road runs along the southern boundary; and Globe Quay, a 4-storey grade II listed Victorian former iron foundry building and courtyard, sits between the site and Tower Works on the eastern flank. The site is cleared and is used for surface parking.

2.4 Between Globe Road and Water Lane (referred to as “Globe Arches”, “Globe Square and “Globe Point”)

2.4.1 Globe Arches comprises the westernmost plot of land and forms the eastern half of the area between a railway viaduct and the disused viaduct. The site is presently unoccupied whereas Magnetic Motors and Prestige, a car dismantling business, occupy the land to the west.

2.4.2 To the east of the disused viaduct, is a triangular piece of land approximately 250 metres in length. The plot tapers to a point at the junction of Globe Road and Water Lane between Tower Works and Round Foundry. The central section of this plot is currently occupied by a vacant, two storey, former industrial building dating from the 20th Century of little visual or historic interest. The listed footbridge over Hol Beck is situated close to the south west corner of this building. Land to the east and west of the storage building is cleared and is presently used for surface car parking.

2.5 South of Water Lane (referred to as "Beck Court")

2.5.1 This part of the site comprises the former Water Lane printworks. A listed wall, forming the western boundary to the Marshall's Mill Grade II* listed complex, runs along the eastern boundary. Bath Road runs in a southerly direction from Water Lane along the western boundary. The main printworks and attached workshops along Bath Road were constructed in the Arts and Crafts style around the turn of the 19th century although the building has been significantly altered. The building incorporates the partial remains of a late 18th century malthouse.

3.0 Proposals

3.1 A hybrid planning application has been submitted for a phased development comprising both detailed and outline elements of the comprehensive scheme.

- 1) Demolition of all existing buildings and structures other than the listed bridge crossing Hol Beck and the main part of the Print Works, and preparatory works;
- 2) Detailed planning permission for erection of two office buildings (use class B1) with ground floor uses comprising any or all of retail, office and leisure (use classes A1, A2, A3, A4, A5, B1 and/or D2) totalling up to 26,100sqm gross external area and associated means of access, parking, landscaping and associated infrastructure works; and
- 3) Outline planning permission, to be implemented in phases, for mixed use development totalling up to 103,900sqm gross external area comprising residential use (C3); business floor space (B1 a/b/c); and other uses including all or some of the following; retail, leisure, hotel, health, education and community uses (use classes A1, A2, A3, A4, A5, B1, C1, D1 and D2); car parking (that may include a multi-storey car park); new public spaces; hard and soft landscaping; cycle parking; access; servicing; and other associated infrastructure and engineering works.

3.2 The scheme contains five development parcels (Globe Point, Globe Square, Globe Arches, Globe Waterside and Beck Court), each of which forms a separate character area. Design principles have been produced to ensure the design of each building on each site is complementary, and linked by homogenous new public realm. The public realm, providing new public spaces and a series of pedestrian routes through the site would be supplemented by four new footbridges over the Hol Beck, 5 new pedestrian crossings and narrowing of carriageways on both Globe Road and Water Lane, the flow of the Water Lane becoming solely one-way from Globe Road to Bath Road.

Detailed proposals

3.3 The detailed element of the application comprises Globe Point. Two office buildings are identified (GP01 and GP02) with potential retail, office or leisure uses (use classes A1-A5, B1, D2) at ground floor level. GP01 would be the easternmost

building, its largely triangular flatiron footprint relating to the converging alignment of Globe Road and Water Lane. The building would be 7 storeys (29.73m to parapet) in height, with the upper two levels set back on the north, south and eastern elevations providing a rooftop terrace and balcony. The west elevation of the building would front a new 10m wide street, Bakewell Street, running north-south due south of the Tower Works Giotto tower

- 3.4 GP02 is an 8 storey (39.6m to parapet) building proposed on the west side of Bakewell Street. It would have a pentagonal footprint with the upper two levels of the building set back from southern and northern facades to form a rectangular plan at these levels. The building would have a basement accessed from Bakewell Street off Globe Road. The basement would extend partially beneath GP01 and to the west of GP02, and accommodate 67 car parking spaces, including 4 electric vehicle charging points and 12 motorcycle spaces. 186 secure cycle parking spaces would be provided to serve both buildings, together with short stay parking in the public realm. An avenue, effectively an extension of Marshall Street, would be created between GP02 and the outline element of the proposals forming the first part of the pedestrian link between Marshall Street and the canal tow path.
- 3.5 Together, GP01 and GP02 would have a shared palette of materials linking them as essentially brick buildings with different secondary materials and variations in façade design providing individual character. The elevations comprise a base, middle and top with a repeating window bay module. The buildings draw upon their surrounding historic context, reconfigured in a contemporary fashion. Although in detail, the submitted drawings identify that ground floor division and external door locations are indicative and will ultimately respond to tenant requirements.
- 3.6 The lower floors of GP01 are typically designed in brick with recesses of varying degrees to windows and ground floor bays. The apex of the flat-iron proposes a concave curved façade with an arched ground floor bay. The mid level of the building is laid out on the same grid as the base with floor to ceiling windows, extended at the fourth storey to provide more elegant proportions. The expressed crown is proposed as a composition of dark coloured scalloped metal fins and rainscreen cladding to present a finely proportioned cap to the building.
- 3.7 The design of GP02 evolved in conjunction with GP01. The western flank of the building would abut the new pedestrianised section of Marshall Street upon which two of the city's grandest mills are situated. The architecture of GP02 responds to the design of these mills. The building comprises an expressed, double-height, base with a 6 metre bay grid which is widened at key corners and entrances for direction and emphasis. The middle section of the building utilises the repeating window in wall detail proposed on GP01 but splits it between fourth and sixth storey where the elevation changes to a more expressive, pleated detail. The top two storeys would utilise a vertically-oriented glazed ceramic fin to create a feature crown to the building.
- 3.8 In this phase, the profile of Globe Road and Water Lane would remain unchanged. A new footway would run along the southern façade of the new buildings on the north side of Hol Beck. Limited tree and hedge planting is proposed at the extreme eastern end of the site. An interim, tree-lined edge would be formed to the west of GP02 creating a new north-south pedestrian link connecting Globe Road with the reinstated listed bridge to Water Lane.

Outline proposals

- 3.9 The outline element of the scheme (Globe Square, Globe Arches, Globe Waterside and Beck Court) proposes a mixed use development totalling up to 103,900sqm (GEA) of residential use (C3); business floorspace (B1a/b/c); and other uses including all or some of the following: retail, leisure, hotel, health, education and community uses (use classes A1, A2, A3, A4, A5, B1, C1, D1 and D2); car parking, (that may include a multi-storey car park); new public spaces; hard and soft landscaping; cycle parking; access; servicing; and other associated infrastructure and engineering works. All details pursuant to the outline development are reserved for future approval.
- 3.10 The precise type and amount of floorspace for the outline elements of the scheme would be determined at reserved matters stage, subject to operator requirements and market conditions. The outline elements of the scheme are therefore defined by a series of parameter plans which set the extent of overall development, including proposed uses, spaces, access routes and building zones alongside allowable tolerances. These indicate maximum (and where relevant minimum) limits in respect of building layout, height, basement extents, public access routes, public realm and points of access and servicing.
- 3.11 The maximum and minimum building heights are proposed as set out below:

Location	Maximum height (metres)	Minimum height (metres)
Globe Square 01	50 (+78 AOD)	-
Globe Square 02	63 (+91 AOD)	52 (+80 AOD)
Globe Square 03	91 (+118 AOD)	71 (+98 AOD)
Globe Arches 01	51 (+79 AOD)	-
Globe Arches gap (min 10m)	21 (+49 AOD)	-
Globe Arches 02	41 (+69 AOD)	-
Globe Waterside 01	142 (+170 AOD)	91 (+119 AOD)
Globe Waterside 02	51 (+79 AOD)	-
Beck Court 01	Existing building retained	-
Beck Court 02	31 (+58 AOD)	-
Beck Court 03	31 (+58 AOD)	-

- 3.12 The scale of the buildings and intervening spaces is further defined by the horizontal limits of deviation (the distance from the indicative building line). These vary with each building but are summarised below. Parameters also identify the minimum distances between buildings, key routes and access points into the site:

Location	Maximum deviation (metres)	Minimum deviation (metres)
Globe Square 01 west	+5	-3
Globe Square 01/02 north	-	-3
Globe Square 02 east	+2	-3
Globe Square 01/02 south	+3	-3
Globe Square 01/02 break	9.5	9.5
Globe Square 03 west	+5	-3
Globe Square 03 north/east	+3	-3
Globe Square 03 south	+2	-3
Globe Arches	-	-8
Globe Waterside 01 nw	-	-3
Globe Waterside 01 ne/se/sw	+5	-3
Globe Waterside 02 nw/s	-	-3
Globe Waterside 02 ne	+5	-3

Beck Court 01	Existing building retained	
Beck Court 02 n/e/s	-	-6
Beck Court 03 north	-	-10
Beck Court 03 s/w	-	-6
Beck Court 02/03 ground floor break	9.0	9.0

3.13 A variety of uses are proposed across the site, in addition to the predominantly office space in Globe Point, with the intent to create a vibrant, mixed use, community. The principal uses are commercial office space and residential interwoven within which is the potential for wider community facilities such as a health centre, a hotel, a multi-storey car park and other active ground floor uses such as retail and restaurants.

3.14 The development schedule below identifies how uses are proposed to be distributed across the outline element of the site and where flexibility in use is proposed. The maximum development caps the amount of development possible on the site. The maximum and minimum amount by use ensures that a mix of uses will come forward.

Building	Max floorspace per building m ²	Max B1 office use m ²	Max C1 hotel m ²	Max residential m ²	Max C3 A1-A5 retail & D2 leisure m ²	Min A1-A5 retail & D2 leisure m ²	Max community use m ²	Multi-storey car park m ²
Globe Square								
GS01/02	33,400	33,025	14,355	33,025	5,380	375	5,500	22,825
GS03	13,950	-	-	13,845	535	105	-	-
GS basement	5,300	-	-	-	-	-	-	-
Globe Waterside								
GW01	32,800	-	32,730	1,600	70	-	-	-
GW02	12,100	12,025	12,025	-	1,100	75	-	-
GW basement	4,060	-	-	-	-	-	-	-
Globe arches	18,150	3,350	14,800	14,800	1,665	-	5,500	-
Beck Court								
BC01	1,500	1,500	-	-	600	-	1,500	-
BC02/03	13,400	13,175	-	4,400	225	-	-	-
Basement	3,400							
Max total	103,900	48,500	32,800	85,000	10,500	850	7,000	22,825
Max residential units	750							
Max parking spaces	500 (inc GP01/02)							

3.15 The parameter plans are supported by a Design Principles Document. This establishes a series of overarching design principles and sets out guidance to be followed in the future design development of the buildings and public realm in order to secure an appropriate character, quality and richness of development. These principles are submitted for approval, and together with the parameter plans and

development schedule, provide primary design controls to inform subsequent reserved matters applications.

3.16 The masterplan proposes a series of public spaces of varying size and character that respond to their historic and emerging context. The spaces would be connected by a network of streets and promenades to deliver an integrated public realm. The following principles, establishing a structure for the greater detail in the Design Principles Document, have been developed:

1. Focus the main public square around the Marshall Street/listed bridge fulcrum
2. Reimagine Hol Beck as a positive, permeable, feature integrating a promenade and level crossings along its banks
3. Improve the pedestrian and cycle experience along Globe Road and Water Lane
4. Extend and enhance the pedestrian route alongside the Leeds – Liverpool canal
5. Use of water as a linking element
6. Provide continuity of surfaces and street furniture
7. Resolution of level changes across the site
8. Introduction of a network of green elements along the principle connections and within public spaces
9. Reinvigorate the disused railway viaduct arches

3.17 The application is supported by the following submitted documents:

- Planning Statement
- Planning Summary Statement
- Housing Needs Assessment
- Design & Access Statement
- Design Principles Document
- Statement of Community Involvement
- Energy Strategy
- Sustainability Strategy
- Utility Infrastructure Strategy Statement
- Sequential Flood Risk Assessment
- Sequential Retail Assessment
- Section 106 Heads of Terms
- Completed CIL Forms
- Full scaled plans, elevations and sections
- Planning application form

3.18 The proposed comprehensive development was the subject of a screening opinion which deemed it fell within Schedule 2 of the EIA Regulations 2011 (as amended). Due to the scale and nature of the development, particularly the inclusion of tall buildings, the application was also accompanied by an Environmental Statement (ES) which assesses the likely effects on the environment arising during both the construction and operation phases of the development. The ES comprises:

Main Technical Studies:

- Introduction and background
- Methodology and scope
- Description of site and development
- Townscape and visual impact assessment

- Heritage
- Transport and accessibility
- Water environment
- Wind and microclimate
- Socio-economic and community effects
- Air quality
- Ecology
- Noise and vibration
- Ground conditions and contamination
- Daylight, sunlight and overshadowing
- Cumulative effects

Appendices include an ecology survey; transport assessment; framework travel plan; flood risk assessment; drainage assessment; geo-environmental appraisal; coal and aggregate recovery report; and wind environment technical report. The documents are summarised in a non-technical summary.

- 3.19 A Supplementary Environmental Statement (SES) provides further information in relation to the ES in response to consultation responses and further assessment. The SES confirms where information supplements or replaces information in the ES or where no change to the ES is proposed. Consequently, the ES and the SES have been prepared and submitted pursuant to the requirements of the EIA Regulations 2017.

4.0 Relevant planning history

- 4.1 Planning permissions have been granted to develop all parts of the site for a mixture of different uses although these previously have come forward on a piecemeal basis. Outline planning permission was granted on land north of Globe Road and on the central plot of land between Globe Road and Water Lane for a mixed use development with hotel, residential, A2/A3/A4/A5/B1/D1 uses and car parking in December 2006 (20/245/05/OT), November 2010 (09/05209/EXT) and 31st July 2014 (13/03647/OT). The maximum height of buildings was 8 storeys (approximately 27m). This permission has expired.
- 4.2 Outline planning permission on the western segment of land between the viaducts between Globe Road and Water Lane for a residential and office development of part 3 and part 15 storeys in height was approved in October 2005 (20/372/05/OT), October 2008 (08/04633/OT) and extended in 2011 (11/03925/EXT). This permission has expired.
- 4.3 Planning permission was granted for a hotel on the triangle of land between Globe Road and Water Lane in November 2010 (08/05440/FU). The hotel would have been predominantly 5 storeys (approximately 18m) with an additional inset plant element (approximately 21m). This permission has expired.

Planning history on nearby sites

- 4.4 Outline planning permission for the mixed use redevelopment of land to the south of Water Lane between Bath Road and Marshall Street, including the Water Lane printworks and Marshall's Mill was granted in June 2005 (20/380/04/OT) and March 2012 (10/02672/EXT). The 5 phases of development proposed substantial demolition of the former printing works. Only the traditional frontages to Water

Lane and Bath Road would have been retained and integrated into a new building behind the facades. This permission has expired.

- 4.5 Planning permission for the proposed development of Tower Works was granted on 12th July 2016 (15/06578/FU). The building in the eastern corner of the site would be five storeys in height with roof accommodation resulting in a maximum height of 26.9m. Between the eastern building and the listed range fronting Globe Road a four storey plus rooftop accommodation (maximum height 22.8m) building is proposed. A four storey extension was added to the west end of the two storey listed range in 2012. In the south-west corner of the site a 4 storey building with roof accommodation is proposed with a maximum height of 19.6m. Proposed buildings within the site are taller than those proposed on the Globe Road frontage. This permission remains extant but works are yet to commence.
- 4.6 Planning permission for the mixed use development of the car park between Tower Works and Wharf Approach was agreed on 21st November 2017 (16/01115/FU). The tallest building, fronting Water Lane at the junction with Wharf Approach would be 31m high, stepping down to 23m high abutting the proposed building at the eastern extreme of the Tower Works site. Works are shortly due to commence on site.
- 4.7 Planning permission (13/03191/FU) for the Leeds Flood Alleviation Scheme was granted in March 2014. The proposals identify works to Hol Beck including 1m high stone and brick walls east of the viaduct on Bath Road. All bridges, other than the listed bridge and the footbridge adjacent to the junction of Water Lane and Globe Road were to be removed. CEG has worked closely with the Flood Alleviation Scheme team in order that footbridge routes can be built into the scheme. To assist this CEG made a contribution of £300,000 in order to ensure that the listed bridge can be retained at grade as part of the flood alleviation works. The works retained the potential for two new footbridges across Hol Beck. These works are nearing completion.
- 4.8 A pre-application proposal for a 27 storey (84m) tower adjacent to Midland Mills to the south west of Temple Quarter was considered by City Plans Panel in December 2016 (PREAPP/15/00859).
- 4.9 There is a current application for temporary use of that part of the site north of Water Lane as event space (17/06571/FU).
- 4.10 Pre-application proposals for a residential development of approximately 750 apartments in buildings up to 23 storeys in height on land to the west of the viaduct, fronting Whitehall Road and Globe Road were considered by City Plans Panel on 29th March 2018 (PREAPP/17/00675).
- 4.11 There is a current planning application for the provision and operation of an aggregate treatment and recycling facility on the Whitehall Road railway sidings (Whitehall Yard) to the north of the junction of Water Lane and Springwell Road (18/00775/FU).

5.0 History of pre-application engagement

- 5.1 Pre-application discussions regarding the current proposals commenced early in 2016. A collaborative process enabled the production of a clear masterplan for the comprehensive redevelopment of the site.

- 5.2 Pre-application proposals for an office-led scheme on the land were presented to City Plans Panel on 18th August 2016. Members commented that the emerging masterplan for the site was appropriate and that the proposed office-led development was acceptable in principle. Members stated that they could support the emerging scale of the development, subject to detail. Panel also stated that, in principle, it could support the intent to reduce the extent of through traffic in the area, to limit parking provision, and to deliver a pedestrian and cycling friendly environment, although Members did feel they needed further information regarding these matters. Members also commented that it would be beneficial for the developers to work with the City to look at apprenticeship opportunities on the project. A copy of the minutes of the meeting is attached at Appendix 1.
- 5.3 Revised pre-application proposals, comprising a residential and office led mixed use scheme with building heights extending up to 40 storeys, were presented to City Plans Panel in January 2017. Members commented that the proposed mixed use development was acceptable in principle and the vast majority of Members were supportive of the principle of the taller buildings, albeit, the use of quality materials and the need for the buildings to be of an iconic design were emphasised. The application proposals closely resemble the proposals presented to this meeting in terms of scale, layout and uses. A copy of the minutes of the meeting is attached at Appendix 2.
- 5.4 Initial public consultation took place during June 2016, followed by an exhibition at Holbeck Gala in July 2016. A second round of consultation then took place in February and July 2017 with three events held at different locations in Holbeck followed by a further exhibition at Holbeck Gala in July 2017. Both rounds of consultation were advertised in the local press and flyers were distributed to local residents and businesses in the area. Representatives from CEG and members of the project team (transport, education, drainage, masterplanning and planning) attended each of the consultation events to provide information and answer any questions. A dedicated website was also set up by the developer to provide information and allow comments to be submitted.

6.0 Public / local response

- 6.1 The application was advertised in the Yorkshire Evening Post on 25th October 2017 and site notices were displayed widely around the site on 20th October 2017. The application was re-advertised following the receipt of additional and revised information by the display of site notices on 9th February 2018 and in the Yorkshire Evening Post on 13th February 2018.
- 6.2 Leeds Civic Trust (9.1.18) – Leeds Civic Trust (LCT) commend the 'fine grain' to the development. The overall sculptured look of the scheme is commendable (in particular as it is expressed in a slender tower situated at Globe Waterside). Taken as a whole, the scheme is well-considered and of high quality.

LCT, however, has concerns regarding the detailed elements relating to GP01 (the "flat iron" building). They consider that this building is too high (by two storeys), and would have an overbearing impact on the listed Tower Works scheme. The preference would be for GP01 to be removed entirely and replaced by amenity space - which would allow uninterrupted views of Tower Works. Alternatively, they would not object to an increase in the massing of development elsewhere or indeed the loss of some amenity space to facilitate a GP01 building that is reduced in size or eliminated altogether.

Whilst LCT support the overall design approach for the buildings that have been submitted in detail, two elements of GP01 are a concern: the approach taken for the top floor of GP01 and the treatment for the front corner of the building (at the Water Lane/Globe Road junction).

Finally, the Trust would like to see a holistic approach taken to the road network in this part of the city to benefit the public. In particular, care should be taken to ensure that the attractive public realm shown in the images is not disfigured by traffic signs and the like, providing space to introduce public art.

- 6.3 One letter of representation has been received supporting the proposals for a tall tower. It is suggested that Liverpool, Manchester and London are more innovative in comparison to Leeds, bringing forward far more tall buildings and that an internationalist style skyscraper is long overdue on the Leeds skyline. A high quality tower would add architectural value to the Leeds skyline.
- 6.4 One letter of representation has been received raising concerns regarding the height of the development and the dominant impact the buildings would have upon surrounding buildings, the lack of greenspace, the number of dwellings, the lack of parking and the impact upon the character of the area and listed buildings. Concerns were also raised regarding the detrimental impact the buildings would have upon natural light entering residential properties nearby.
- 6.5 Land Securities (owners of Trinity Leeds shopping centre) welcome the development in principle though comment that the significant scale of main town centre uses proposed could have a significant impact on the city centre, if not controlled. They request that retail impact and sequential assessments are undertaken.
- 6.6 Hammersons (owners of the Victoria Gate and Victoria Quarter shopping centres) do not object to the principle of the proposal and support the development of a significant number of new homes on a highly sustainable site. However, the proposed level of retail and leisure use, outside the Prime Shopping Quarter, is a concern and must not impact upon existing, committed and planned investment in the centre. It is suggested that a cap must be placed on the A1 retail use and that retail impact and sequential assessments are undertaken.

7.0 Consultation responses

Statutory

- 7.1 Historic England (20.2.18) – Holbeck’s distinctive historic character can be appreciated today primarily through its iconic architecturally impressive structures and historic street pattern. The listed towers at Tower Works define the identity of Holbeck on the skyline of Leeds. Any new development around the towers should respect their bold visual dominance and not detract from the positive contribution they make to the Conservation Area, and the skyline of Leeds.

The proposed development would cause harm to the setting of the listed towers at Tower Works, the Grade II* Marshalls Mill and the Holbeck Conservation Area. The public benefits that may derive from reinvigorating this area through new development could be achieved in a much less harmful way through some relatively minor amendments to the scheme.

The proposals do not give special regard to the setting of listed buildings affected, as required by section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, or the special attention required to the Conservation Area, required by section 72, nor does it meet the definition of sustainable development in the National Planning Policy Framework (NPPF) (March 2012). The proposal also conflicts with local planning policy and guidance which seeks to maximise the impact that the listed towers at Tower Works have on the area. Historic England object to the application on heritage grounds.

7.2 Coal Authority (18.10.17) - The proposed development site falls outside of the defined Development High Risk Area. Standing advice should be included as an informative if planning permission is granted.

7.3 Network Rail (16.11.17) – The possibility of bringing the disused viaduct back into operation is currently under consideration in connection with Northern Powerhouse Rail services and the Transpennine Route Upgrade.

There is no objection in principle to the development subject to conditions in respect of drainage, crane and mechanical plant, excavation, boundary treatment, scaffolding, soundproofing, landscaping, lighting, and glint and glare, to safeguard the operational railway, any railway land or structures.

7.4 LCC Highways (14.3.18 and 3.4.18) - The site is in an accessible location within the city centre. The proposals to improve connectivity through the site is welcomed. It is accepted that the easternmost bridge over the Hol Beck will not be provided as part of the detailed element of the scheme because the re-instated listed bridge would provide the necessary connection as part of this phase of development. However the easternmost bridge should be provided as part of any further phase of development. The principles of the off-site highway works around the site are acceptable, including Water Lane to become 1-way westbound, although revised drawings are required. The level of car parking proposed for the detailed part of the scheme is within the Parking SPD guidelines and is acceptable. Long and short stay cycle parking along with disabled parking, electric vehicle charging bays and motorcycle parking should be provided as per the Parking SPD.

Microsimulation modelling results show that the impact on the local network will not be significantly detrimental, apart from at the junction of Globe Road with Whitehall Road, where the modelling predicts a severe impact on the operation of this junction, with long vehicle queues and delays as a result of the development. Mitigation is therefore required at this junction.

A construction management plan is required for each phase of the development together with a survey of the condition of the highway.

Compensation for loss of revenue from the removal of on-street pay and display car parking bays is also required.

7.5 Highways England (12.3.18) – Highways England have worked with the applicant to address matters in relation to trip generation, distribution and modelling. The work has concluded that the development would have minimal impact upon queues and delays on the strategic road network although there may be some extension to the peak hour. However, the scale and nature of the predicted impact does not appear to significantly worsen conditions therefore mitigation is not required. A condition is recommended with respect to the need for an updated travel plan.

7.6 Canal & River Trust (7.3.18) – the Trust’s main issues concern:

- a) The requirement for off-site works to facilitate a safe pedestrian route to and from the new access point proposed to the canal. It is suggested that the planning of this would be best achieved by including the land within the site boundary and a condition is suggested.
- b) Impact on the setting of Historic Assets and the character and appearance of the canal corridor. The Trust are concerned that the scale of the tallest building could harm the historic character of the canal corridor and buildings along it and could dominate views of the canal as viewed from the Canal Wharf Conservation Area. It is suggested that consideration should be given to siting the building further from the canal to reduce its impact on the setting of Canal Wharf Conservation Area and Tower Works;
- c) Impact on ecology. If the Local Planning Authority are satisfied that there will be no substantial overshadowing of the canal the Trust suggest a condition regarding landscaping and maintenance details; and
- d) Impacts to the structural integrity of the Leeds & Liverpool canal. The Trust request a condition to ensure that construction details are agreed to ensure that the works do not harm the structural integrity of the canal.

7.7 Environment Agency - The Environment Agency is currently reviewing the results of the most-recent hydraulic model.

Non statutory

7.8 LCC Conservation (30.11.17) - The masterplan principles are sound and seek to improve connectivity, permeability and public realm which will stitch into and enrich the existing grain of the area. Generally, the architecture draws on the character of the area and proposes a typology of buildings of varying height and scale such as the "mill" buildings which will provide an appropriate transition between the retained printing works and Marshall's Mill.

The height and massing of the towers will affect the setting of the adjacent listed buildings and the setting of the conservation areas. In most viewpoints, the new towers will frame or "background" the listed towers, but the identity of the two sets of objects (new and old) will be preserved because of the physical separation and disparity in scale. Like Candle House the relationship with the historic towers could enhance their setting as a pleasing juxtaposition of linked but separate objects. Much depends on the detailed design which is not part of this hybrid application though the submitted information gives confidence.

The proposed office buildings are significantly higher than the listed frontages to Tower Works and the Round Foundry but the increased height is warranted to emphasise the idiosyncratic geometry of the site and provide an emphatic gateway to the conservation area.

The proposal will preserve the setting of the affected listed buildings. The development will have a beneficial effect with the improvements to the setting of listed buildings through the repair of the streetscape and set piece interventions such as the new towers and Globe Point. Similarly, the proposal will enhance the Holbeck Conservation Area with minor adverse effects, such as the demolition of parts of the Water Lane print works, outweighed by the wider beneficial effects which include the catalyst the development may provide in bringing forward further appropriate development in the area.

- 7.9 LCC Public Rights of Way – a public footpath and a claimed footpath run between Globe Road and Water Lane between the used and disused viaducts. These should remain on their original lines.
- 7.10 LCC Environment and Housing (19.2.18) - Caution is advised for prevention of potential nuisance from noise, dust, mud on the roads during the demolition & construction phase and noise from any future fixed plant and noise /odour that may be generated from the range of proposed business uses to protect future local amenity. Conditions are suggested in respect of hours of demolition and construction; the construction process; lighting; plant noise; odour and fumes; sound insulation of entertainment premises; and waste collection and refuse.
- 7.11 LCC Flood Risk Management (9.3.18) – The developer is proposing less vulnerable uses for the ground floors with residential uses on the upper floors. Furthermore, the site will be defended by the Leeds Flood Alleviation Scheme. Any flooding within the public open space within the site would be contained by a number of removable ‘slot-in’ demountable boards. A commuted sum will be required for Flood Risk Management (FRM) to deploy the flood gates and removable ‘slot-in’ demountable boards. Additional mitigation measures, including by design and through flood resilience should be secured by way of planning conditions. FRM do not have any objections to the proposed drainage strategy and, subject to the Environment Agency approving the developer’s modelling work, FRM do not have any objections to the proposed development, provided that flood risk/drainage conditions are included within any grant of planning permission.
- 7.12 LCC Nature Conservation (21.2.18) – the revised plans comply with saved UDP Policy N39B. Compensation for loss of ecological on-site features and general biodiversity enhancements can be best delivered off-site through aquatic planting within the canal. Conditions are suggested in respect of a lighting strategy, bat roosting and bird nesting facilities and clauses within the section 106 agreement with regard to biodiversity improvements in the canal.
- 7.13 LCC Landscape (9.3.18) - The principle of seeking to achieve a coherent hierarchy of legible, permeable routes and spaces is welcomed. In developing the detailed landscape scheme an appropriate balance of hard and soft landscaping, with good growing conditions to ensure viable long-term growth is critical to the formation of a high-quality environment. Details also need to be provided regarding temporary treatment of cleared areas.
- 7.14 LCC Contaminated Land Team – no objection to the development subject to conditions to ensure that the site is appropriately remediated.
- 7.15 LCC Travelwise (20.2.18) – the revised travel plan is acceptable. The plan should be included in the section 106 agreement which should also require the following:
- a) Leeds City Council Travel Plan Review fee of £20,000
 - b) provision of 3 Leeds City Council Car Club provider parking spaces (with Sheffield stand for cyclists)
 - c) Business Car Club Contribution (in £) = $12600 + (B1\text{area} - 14000) \times 0.22$ (where B1 area is the area in sqm of B1 use class)
 - d) Residential Travel Plan Fund contribution of £245.50 per dwelling

Conditions are also recommended in respect of provision of cycle parking, motorcycle parking, car share spaces for office parking, showers and electric vehicle charging points.

7.16 West Yorkshire Archaeology Advisory Service (15.11.17) - WYAAS recommend that the site's archaeological potential is preserved by record and that the following works are carried out to mitigate the destruction of this potential:

- Excavate the site of Marshall's A and B Mills
- Excavate the Mountain Engineering works
- Carry out an appropriate level of architectural and archaeological recording of the printing works and Malt house.
- Carry out targeted excavation on the site of Marshall's mill dams and a sample of the back-to-back housing in the south-western part of the site.

A condition is recommended to secure these works.

7.17 LCC Public Rights of Way (12.3.18) - As this is a large development and is likely to cause an increase in use by the public of a claimed section of footpath adjacent to the site, it would be desirable for surface improvements to be made to it.

7.18 LCC Environmental Studies (28.2.18) - Without appropriate mitigation exceedances of air quality standards can be expected at a number of locations. However, there is no objection subject to the implementation of site specific mitigation measures proposed in the air quality assessment. There are concerns that the proposed roof gardens, if accessible for public/residential use, could experience very high NO₂ levels and further assessment of air quality impacts is required following additional air quality monitoring when reserved matters details are submitted.

7.19 LCC Housing Growth Team (31.10.17) - The development is located within Affordable Housing (AH) Zone 4 which has a 5% AH housing requirement over a threshold of 15 units. Within the proposed development of 750 dwellings 38 units should be identified for Affordable Housing. 40% (15 units) should be affordable housing for households on lower quartile earnings and 60% (23 units) affordable housing for households on lower decile earnings.

7.20 West Yorkshire Police (13.3.18) – the significantly increased footfall should help reduce the fear of crime around this area. Detailed comments to be provided at the reserved matters stage in the planning process.

7.21 Yorkshire Water (26.2.18) – the site is not suitable for drainage via ground infiltration and Hol Beck is located within the site and appears to be the obvious place for surface water disposal. The developer must provide evidence to demonstrate that outfall to the beck is not reasonably practical before considering disposal to public sewer. Considerable off site reinforcement of the local distribution network will be required to support the development. Conditions are recommended to protect the local aquatic environment and Yorkshire Water infrastructure.

8.0 Policy

8.1 Development Plan

8.1.1 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, 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).
- Holbeck Neighbourhood Plan (made March 2018)
- Aire Valley Area Action Plan (adopted November 2017)

8.2 **Leeds Core Strategy (CS)**

8.2.1 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 2 identifies the hierarchy of centres and the spatial approach to retailing, offices, and leisure.

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 6 identifies the housing requirement and allocation of housing land using the following considerations: sustainable locations; preference for brownfield and regeneration sites; least impact on Green Belt; opportunities to enhance communities through the design and standard of new homes; lead-in times; the least negative and most positive impacts on green infrastructure, green space and nature conservation; avoiding or mitigating areas of flood risk.

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 8 supports a competitive local economy including through the provision of a sufficient supply of buildings for B class uses; developing the City Centre for new retail, office and other main town centre uses; and by supporting training/skills and job creation initiatives via planning agreements.

Spatial Policy 9 sets out district-wide requirements for office and development.

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.

In reflecting the Spatial Vision, the Core Strategy identifies objectives to support the continued vitality, economic development and distinctiveness of the City Centre as the regional centre. The Core Strategy will accommodate first and foremost the needs of offices, shops, hotels, institutions and leisure and entertainment uses,

accepting that there is a place for residential and supporting facilities such as parks, convenience stores, health centres, nurseries and schools (para 3.3).

Policy EC2 identifies appropriate locations for office development with the focus being within the City Centre.

Policy EC3 safeguards existing employment land noting that change of use to non-employment uses will only be permitted (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 CC1 outlines the planned growth within the City Centre including at least 655,000sqm of office floorspace and 10,200 dwellings. Policy CC1(g) of the Core Strategy states out that non-A1 town centre uses are appropriate within the City Centre boundary.

Policy CC2 states that areas south of the river in City Centre South will be prioritised for town centre uses, particularly large-scale office development, and there is also substantial opportunity for residential development.

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 H1 identifies the managed release of sites allocated for housing.

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 P8 identifies the requirements for sequential and impact assessments for main town centre uses.

Policy P9 identifies access to local community facilities is important to the health and wellbeing of a neighbourhood

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.

Policy P11 states that the historic environment will be conserved and their settings will be conserved, particularly those elements which help to give Leeds its distinct identity.

Policy P12 states that landscapes, including their historical and cultural significance, will be conserved and enhanced.

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 G1 states development adjoining areas of Green Infrastructure should retain and improve these; where appropriate by extending the infrastructure, particularly encouraging street trees and green roofs, and the provision for biodiversity and wildlife.

Policy G2 supports the protection of existing trees and the increase in tree cover.

Policy G5 requires mixed use developments over 0.5 hectares in the City Centre to provide the greater area of either 20% of the total site area or a minimum of 0.41 hectares per 1000 population of open space.

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.

8.3 Natural Resources & Waste DPD 2013

8.3.1 The plan sets out where land is needed to enable the City to manage resources, such as minerals, energy, waste and water. The site is within the Minerals Safeguarding Area for Coal (Minerals 3) and partly within Minerals Safeguarding Area for Sand & Gravel (Minerals 2). WATER 1 requires development to include measures to improve their overall water efficiency. WATER 2 seeks protection of water quality in areas adjacent to sensitive water bodies. WATER 4 requires the consideration of flood risk issues and WATER 6 requires flood risk assessments. WATER 7 requires development not to increase surface water run-off. LAND 1 requires consideration of land contamination issues. LAND 2 seeks new tree planting as part of an enhanced public realm. AIR1 states that all applications for major development will be required to incorporate low emission measures to ensure that the overall impact of proposals on air quality is mitigated. Whitehall Yard rail sidings to the west of the site are safeguarded under policy MINERALS 13 to protect them from development that would prejudice their long term availability for rail or canal freight.

8.4 Saved Unitary Development Plan Review policies (UDPR)

8.4.1 Relevant Saved Policies include:

GP5 requires all relevant planning considerations to be resolved.

H3-1A.44 identifies Holbeck Urban Village as a phase 1 housing site.

N19 states new buildings and extensions within or adjacent to conservation areas should preserve or enhance the character or appearance of the area.

N25 requires boundaries of sites to be designed in a positive manner.

N27 encourages temporary landscaping of vacant sites.

N29 seeks preservation and investigation of sites and monuments of archaeological importance.

N39B resists culverting or canalisation of watercourses.

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.

BD6 states alterations and extensions should respect the scale, form, detailing and materials of the original building.

BC7 states traditional local materials should be used in Conservation Areas.

LD1 identifies the criteria for landscape schemes.

Other material considerations

8.5 **National Planning Policy Framework (NPPF)**

8.5.1 The NPPF identifies 12 core planning principles (para 17) which include that planning should:

- Proactively drive and support sustainable economic development to deliver homes;
- Seek high quality design and a good standard of amenity for existing and future occupants; and
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling.

8.5.2 The NPPF states that town centre uses including office development and residential development can play an important role in ensuring the vitality of centres (paragraph 23). Paragraphs 23–27 relate to town centre uses. The NPPF sets out that the sequential test should be applied when planning for main town centre uses which are not in an existing town centre and which are not in accordance with an up to date Local Plan. The NPPF also sets out that the impact test should be applied when planning for retail, leisure and office uses which are not in a town centre and which are not in accordance with an up to date Local Plan. The relevant threshold for the impact test in this instance is 1,500sqm. These tests are relevant in determining individual decisions and may be useful in informing the preparation of Local Plans. The sequential test should be considered first as this may identify that there are preferable sites in town centres for accommodating main

town centre uses (and therefore avoid the need to undertake the impact test). The sequential test will identify development that cannot be located in town centres, and which may then be subject to the impact test. The impact test determines whether there would be likely significant adverse impacts of locating retail, leisure and office development outside of existing town centres (and therefore whether a proposal should be refused in line with policy).

8.5.3 A safe and suitable access to the site should be provided (paragraph 32). Planning should proactively support sustainable economic development and encourage the effective use of land including the reuse of land that has previously been developed.

8.5.4 Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development. The NPPF states that local authorities should deliver a wide choice of homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities (paragraph 50).

8.5.5 Section 7 states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It is important that design is inclusive and of high quality. Key principles include:

- Establishing a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimising the potential of the site to accommodate development;
- Respond to local character and history;
- Reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments; and
- Development to be visually attractive as a result of good architecture and appropriate landscaping.

8.5.6 Section 12 refers to the historic environment. Paragraph 131 states that Local Planning Authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities, including their economic viability. Paragraph 132 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. 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 securing its optimum viable use (paragraph 134). Paragraph 135 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in the determination of an application. In weighting applications that affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Local Planning Authorities should look for opportunities for new development within Conservation Areas and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably (paragraph 137).

8.6 Relevant Supplementary Planning Guidance includes:

Holbeck, South Bank SPD
Tall Buildings Design Guide SPD (TBDG)
Parking SPD
Street Design Guide SPD
Travel Plans SPD
Building for Tomorrow Today: Sustainable Design and Construction SPD
Holbeck Conservation Area Appraisal SPG
Accessible Leeds SPD (2016)
Biodiversity & Waterfront Development SPD

8.6.1 Holbeck, South Bank SPD

The Holbeck, South Bank SPD was adopted in June 2016 as an updated revision to the 1999 and 2006 Holbeck Urban Village planning frameworks. As with earlier versions the main aim of the SPD is to create vibrant, sustainable, mixed use communities whilst safeguarding the unique historic character of the area. The whole of Holbeck, South Bank, is designated as a mixed-use area which should include a mixture of working, living, retailing and recreational opportunities. For sites over 0.5ha 20 per cent of the gross site area should be provided as publicly accessible open space. It is intended that the area should meet some of the identified need for city centre housing for people on lower incomes. Housing types such as live/work units and family housing is encouraged. Further improvements to connectivity including along the canal towpath, utilising the disused viaduct and along Hol Beck, are encouraged. At the same time a pedestrian and cycling friendly environment is sought in part by minimising through traffic in the area. Encouragement will also be given to developing with the minimum acceptable parking provision.

The site falls within the Tower Works and Temple Works character areas. Within the Tower Works area the aim is to maximise the visual impact that the listed buildings have on the area both by protecting and opening up new views. New buildings in their immediate vicinity should respect the scale and heights of listed buildings with the overall aim of the listed towers being visually dominant and important views of them protected. This suggests heights no greater than the ridge of the listed range on Globe Road. Buildings of this height would also relate well with the Round Foundry area to the south. It may be appropriate for new buildings to gradually increase in height away from the listed buildings. Buildings should define street frontages and provide pavement widths responding to building scale. New footpath links along Hol Beck are encouraged. New public realm should be given an adequate sense of enclosure by the buildings that define them. Relevant specific proposals for this area include the extension and enhancement of the footpath along the southern side of the canal to Globe Road; a connection to this footpath northwards from Marshall Street; a route from the canal and across the land between Globe Road and Water Lane; and a route alongside the viaduct and along the banks of the Hol Beck, including consideration of opening up an arch to allow the new footpath to pass through it.

The proposed Beck Court is located in the Temple Works area. The aim here is to maximise the benefit derived from the listed buildings and structures and to provide a greatly enhanced setting for them. New buildings should be sympathetic in scale to adjacent listed buildings and reinforce the character of the area. The historic, listed, brick wall should be retained. The scale of spaces should generally relate to the height and scale of buildings that surround them.

8.6.2 Tall Buildings Design Guide SPD (TBDG)

The guide, which is currently being reviewed, provides design guidance on the location, form and appearance, sustainability, micro-climate and public realm of tall buildings, so that they can be successfully integrated into the environment and contribute to the changing skyline. The strategic principles to be taken into account are to:

- Locate tall buildings in the right place, to integrate them into and make them compatible with their surroundings.
- Enhance skylines, views and settings. Protect and preserve areas of special character and interest, principal views across the city and the historic skyline.
- Ensure that new tall buildings have a good relationship with the street, movement patterns and transport facilities, creating high quality public space at the same time.
- Ensure that tall buildings assist in the legibility of the city and contribute strongly to a sense of place.
- Make tall buildings environmentally sustainable and operational.
- Promote the highest design quality for tall buildings and their composition resulting in a distinctive, recognisable, skyline.

It is essential that appropriate risk assessment and quantitative analysis is carried out to demonstrate that tall buildings will not produce harmful effects on pedestrians, cyclists or vehicles. The study will also need to demonstrate that appropriate mitigation measures have been applied where comfort and safety criteria are not met.

The TBDG identifies potential opportunity areas for tall buildings taking into account more sensitive areas such as the setting of listed buildings and conservation areas, together with existing infrastructure and tall buildings. The site is located midway between the western gateway / western string and the southern gateway / cluster, and to the south of the potential “super-towers” area identified close to the railway station.

8.6.3 Site Allocations Plan – Revised Submission Draft

The site is identified in the Revised Submission Draft of the Site Allocations Plan (SAP) for mixed uses including housing and offices (MX1-13). The revised SAP carries weight now it has been submitted (in March 2018) and is in the formal examination process.

8.6.4 Core Strategy Selective Review (Publication Draft)

A selective review of the Leeds Core Strategy is presently being undertaken (CSSR). The CSSR includes a review of the housing requirement 2017-2033; the distribution of housing; affordable housing; housing standards; city centre green space; and climate change reduction. As the CSSR publication draft has been subject to the statutory consultation period which ended on 23 March 2018 the draft policies can be afforded some weight.

8.6.5 Private Rented Sector Housing and Affordable Housing

On 22 March 2017 Leeds City Council's Executive Board endorsed an approach which recognises that the acceptance of commuted sums in lieu of on site affordable housing provision from Private Rented Sector / Build To Rent schemes may be appropriate and justified in accordance with Core Strategy Policy H5.

8.6.6 Vision for Leeds 2011-2030

One of the aims is that by 2030 Leeds' economy will be more prosperous and sustainable. This includes having a skilled workforce to meet the needs of the local economy, and creating significant job opportunities. The vision also states that Leeds will be a great place to live, including the provision of high quality buildings, places and green spaces, where local people benefit from regeneration investment, and there is sufficient housing, including affordable housing, that meets the needs of the community.

8.6.7 Leeds Growth Strategy

The Strategy identifies seven core priorities intended to drive future growth to create a prosperous and sustainable economy. These include Financial and Business Services which will be enhanced in the city centre; Creative, Cultural and Digital Industries where Holbeck Urban Village is recognised as an existing hub; and Housing and Construction where Leeds will encourage housing to catalyse key development in targeted areas.

9.0 Main issues

1. The principle of the proposed development.
2. Heritage, design and townscape considerations.
3. Access and transportation issues.
4. Flood risk.
5. Biodiversity.
6. Wind considerations.
7. Residential amenity.
8. Affordable housing.
9. Employment and skills.
10. Environmental impact assessment.
11. Section 106 obligations and CIL

10.0 Appraisal

10.1 The principle of the proposed development

10.1.1 Much of the site has been vacant for some time and has been the subject of a series of discrete planning permissions for redevelopment, none of which have come to fruition. In the Unitary Development Plan Review the site formed part of a wider Strategic Housing and Mixed Use allocation and the more recent Holbeck, South Bank SPD maintains this position, encouraging large scale, mixed use development which should include a mixture of working, living, retailing and recreational opportunities. The Site Allocations Plan – Revised Submission Draft is at independent examination and reinforces the intent for the site to accommodate mixed uses, including housing and offices.

10.1.2 The proposed development involves a predominantly residential and B1 office-led scheme. A maximum of 750 residential units and 70,000m² of B1 office floorspace are proposed. The principal uses would be supported by retail, food and

beverages, leisure, hotel, educational and community uses, the final quantum and mix to be determined at reserved matters stage. Such facilities would help to animate the site throughout the day and are consistent with the intent to make this a vibrant, mixed use, area whilst also being compatible with the city centre location. The proposed uses all accord with local and national planning policies and guidance for development within this city centre location and are acceptable in principle. The re-use and re-development of this brownfield land in a highly sustainable city centre location would also help to implement Leeds Growth Strategy and to deliver priorities within the Best Council Plan.

Residential Use

- 10.1.3 The development will deliver up to 750 residential units which would represent a significant contribution towards the Core Strategy's aim to provide 10,200 new homes within the city centre over the plan period (policy CC1). Such provision would also accord with Core Strategy policy CC2 which identifies a substantial opportunity for residential development in the southern part of the city centre. The density of the development would be a maximum of 213 dwellings per acre in the event of 750 apartments being constructed easily exceeding the minimum density required by Core Strategy policy H3. The intended density reflects the site's highly sustainable location close to the heart of the city centre and in doing so would assist in making efficient use of the brownfield site.
- 10.1.4 It is proposed that the housing mix will respond to housing need and demand as the scheme matures, taking account of housing market characteristics. The final details will therefore form part of future reserved matters applications but presently, it is intended that 40% of the apartments would have 1 bedroom; 50% of the apartments would have 2 bedrooms and 10% would have 3 bedrooms, increasing the variety and mix of residential accommodation in this part of the city in response to Core Strategy policy H4. Affordable housing will be provided in accordance with Core Strategy policy H5 with a 5% level of provision.
- 10.1.5 The size and specification of the residential units will be determined as part of the reserved matters applications albeit the applicant has confirmed that the nationally described space standards would be used as a minimum benchmark. Consequently, the apartments would meet or surpass the emerging requirements identified in the Core Strategy Selective Review.
- 10.1.6 Subject to the details to be provided at Reserved Matters stage the residential component of the scheme therefore accords with local and national policies which seek to increase the supply of housing, delivering a wide choice of homes to meet local needs.

Office Use

- 10.1.7 The finished scheme would comprise between 22,727m² – 70,000m² of B1 office floorspace in a highly sustainable city centre location close to the railway station and the intended HS2 platforms to its south. The upper level of provision would represent a significant contribution to meeting the growth target of at least 655,000sqm of office floorspace within the city centre identified by Core Strategy policy CC1. At the same time the provision of office development in this location would accord with a raft of other policies including Core Strategy spatial strategies 2 and 3 which direct office development to city centre locations; Core Strategy policy CC2 which prioritises City Centre South for town centre uses, particularly large-scale office development; and the Holbeck, South Bank SPD which identifies

the area as having potential for office development as part of a mixed use, sustainable community.

- 10.1.8 The southern part of the site comprising the Water Lane printworks contains the remnants of a business that will shortly relocate. The remainder of the site was last in employment use but, discounting the temporary car park use, has remained vacant for a considerable period of time. Notwithstanding other policies and allocations, the loss of what was historically employment land is permitted by Core Strategy policy EC3 where existing buildings and land are considered to be non-viable in terms of market attractiveness, business operations, age, condition and compatibility with adjacent uses or 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. As the cleared sites would deliver a significant amount of new office floorspace as part of a comprehensive mixed use scheme which would be compatible with existing and emerging uses in the area the proposed development would comply with policy EC3.

Retail and other uses

- 10.1.9 The development will provide a mix of uses including retail, leisure, health, education and community uses to sustainably meet the needs of future residents and employees. The facilities, which will be distributed around the site, would at the same time also provide active street frontages and encourage pedestrian activity and general vitality and vibrancy around the development. As such, these uses play an essential role in creating a mixed and sustainable community.
- 10.1.10 Whilst supportive of the principle of the development Hammerson's and Land Securities have commented that the significant scale of main town centre uses could have a significant impact on the city centre, if not controlled, for instance by a cap being placed on the amount of A1 retail use.
- 10.1.11 The site is located within the designated city centre boundary. Core Strategy policy CC1(g) states that non-A1 town centre uses such as those proposed here (A2-A5 and D2) are appropriate within the city centre boundary. As such, the non-A1 retail elements of the application are considered to be in-centre, compliant with policy CC1 and therefore not subject to the need for a Sequential or an Impact Assessment.
- 10.1.12 Unlike A2-A5 uses A1 retail uses are considered out of centre where they are located more than 300 metres outside of the Prime Shopping Quarter boundary. The closest part of the site is approximately 600 metres from the Prime Shopping Quarter. Core Strategy policies CC1 and P8 set out that for A1 floorspace of this scale (1,499m²), in this location, a Sequential Test will be required but an Impact Assessment is not required. However, that is predicated on the A1 uses being restricted to 1,499m² Gross Internal Area. Whilst a maximum of 1,499m² retail floorspace is proposed in the scheme for the avoidance of doubt it is proposed to add a condition to limit A1 uses to 1,499m² GIA.
- 10.1.13 Following Hammerson's and Land Securities comments a full sequential assessment was carried out by the applicant in line with the Core Strategy and NPPF. The assessment demonstrates that there are no sequentially preferable sites that are both suitable and available for the development proposed such that Officers consider that the sequential assessment has been passed.

- 10.1.14 The delivery of the range of uses proposed complies with the mixed use allocation and with Core Strategy spatial policy 3 by comprehensively planning the redevelopment and re-use of vacant and under-used sites for mixed use development. Similarly, the mix of uses accords with Core Strategy policy CC2 and the Holbeck, South Bank SPD which promote a mixture of living, working, retailing and recreational opportunities in the area.
- 10.1.15 Overall, the principle of the mixed use comprehensive development of this site for the proposed range and quantum of uses accords with the Development Plan. The scheme accords with the UDPR allocation, the objectives and vision of the Holbeck, South Bank SPD and also the emerging Site Allocation proposals. This will assist regeneration priorities and would accord with Core Strategy policies 1 and 3 and the NPPF.

10.2 Heritage, design and townscape considerations

- 10.2.1 Holbeck is an area of great importance both historically, as the cradle of the industrial revolution in Leeds, and architecturally with two conservation areas and a concentration of listed buildings. Consequently, although much of the site is presently of poor visual quality, detracting from the setting of listed buildings and conservation areas, the development of the site has the potential to contribute significantly towards the regeneration of this important historic area whilst striking an appropriate balance between development requirements and conservation issues. In particular, considerable importance and weight should be given to preserving the setting of listed buildings and conservation areas. Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 ('PLBCAA') requires decisions on development affecting a listed building or its setting to be taken with special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Further, in the exercise of planning functions with respect to any buildings or other land in a conservation area, Section 72(1) of the PLBCAA states that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a conservation area. Whilst the PLBCAA makes no provision for the protection of the setting of a conservation area it remains a material consideration identified by paragraphs 129 and 132 of the NPPF.
- 10.2.2 The area is characterised by an eclectic mix of historic buildings alongside low quality 20th century buildings and cleared sites. The existing surrounding buildings vary in scale from single and two storey buildings on the south side of Water Lane close to the Round Foundry and the listed Tower Works range on the northern side of Globe Road, to larger buildings and structures such as the seven storey Marshall's Mill, the three towers at Tower Works and the railway viaducts. Approved development within the Tower Works and adjacent Mustard Wharf car park site primarily respond to the scale of the larger buildings but step down in scale towards the more sensitive locations along Globe Road, whilst also protecting key views. Similarly, the proposed development is an opportunity to re-instate fabric lost during de-industrialisation in a way that will re-frame historic assets, many of which are of high significance

Masterplan

- 10.2.3 The proposed scheme closely reflects the masterplan proposals presented to City Plans Panel in January 2017. The masterplan principles are sound and seek to improve connectivity, permeability and public realm which will stitch into and enrich the existing grain of the area. Generally, the architecture draws on the character of

the area and proposes a typology of buildings of varying height and scale such as the "mill" buildings which will provide an appropriate transition between the retained printing works and Marshall's Mill. Five development parcels (Globe Point, Globe Square, Globe Arches, Globe Waterside and Beck Court), are identified each of which forms a separate character area. Design principles have been produced to ensure the design of each building on each site is complementary, and linked by homogenous new public realm.

- 10.2.4 In essence, there is an existing natural step-up in scale from east to west along the Globe Road and Water Lane frontages. Accordingly, this transition is reflected within the masterplan identifying smaller scale buildings to the east of the line of Marshall Street and enabling the potential for significantly larger buildings to the west. Subject to the use of quality materials and iconic design, in January 2017 City Plans Panel supported the proposed arrangement and scale of development.
- 10.2.5 The buildings in Globe Point to the east of Marshall Street follow a very similar scale and mass to that previously identified, ranging in height from 5 storeys at the eastern end of GP01 up to 8 storeys within GP02. This character area is a key part of the Holbeck conservation area where the major east-west routes of Water Lane and Globe Road converge at a sharp point. Currently, the site is vacant apart from a non-descript former industrial building outside the Holbeck conservation area and its development will give much needed definition to this corner. Whilst the stepped mass of the proposed office buildings (which are fully detailed) would reduce their impact they would be significantly higher than the listed frontages to Tower Works and the Round Foundry and could be considered as a threat to the continuity of the townscape. However, the increased height is warranted to emphasise the idiosyncratic geometry of the site and provide an emphatic gateway to the conservation area. At the same time their positioning either side of a newly formed Bakewell Street frames views of the Tower Works Giotto Tower from the south.
- 10.2.6 More dramatic changes are proposed on the north side of Water Lane to the west of Marshall Street. The tallest building (GW01) is proposed at the northern extreme of the site, close to the junction of the railway viaduct and the Leeds-Liverpool canal which itself is close to the River Aire. Clearly, a building of such a height (up to 142m) will be visible from many locations within the city, including within the nearby conservation areas, and would also affect the setting of nearby listed buildings including Globe Quay beyond the proposed public space to the east. However, its proximity to the city station helps to justify its location and its position adjacent to major infrastructure and within a new area of public realm helps to mitigate its impact at street level and within local views. The prominence of the building is such that it would demand to be of the highest architectural quality.
- 10.2.7 In Globe Square, between Globe Road and Water Lane, the GS01 in the north-west corner would balance the scale of development of the proposed smaller building (GW02) located on the north side of Globe Road. The building would be flanked by two taller structures. GS02, stepping up to a maximum of 63m, would be prominent in views north up Marshall Street beyond the newly formed public space alongside Hol Beck. GS03 in the south-west corner, end on to the disused viaduct and sitting on the northern edge of Hol Beck, could be up to 91m.
- 10.2.8 Globe Arches would be a linear building at the extreme west of the site split in the centre to enable clear views to be gained through the site when travelling by train past the site between the two parts of the building. South of Water Lane it is intended to preserve the front section of the former print works and convert it to a new use. Two new buildings, up to 31m, would be constructed to its rear.

Landscape and public realm

- 10.2.9 The area presently contains very limited public realm. Central to the development of the masterplan is the provision of new north-south and east-west pedestrian routes to improve permeability and pedestrian connectivity. A key element would be the formation of a north-south pedestrian route as a natural extension northwards of Marshall Street up to the Leeds-Liverpool canal. The route would be complemented by a new east-west route providing a footway along the northern side of Hol Beck between the junction of Globe Road and Water Lane in the east and the railway viaduct to the west. A footpath would also be delivered on the north side of Water Lane for the first time, enabled by the narrowing of carriageway between Globe Road and Bath Road. 4 new footbridges would be installed providing new crossings and visibility of Hol Beck, in addition to the restoration of the listed Hol Beck footbridge. The proposals would significantly improve pedestrian connectivity and provide the potential to realise opportunities for Hol Beck itself according with priorities within the Holbeck, South Bank SPD.
- 10.2.10 In response to both the historic grain of the area and the intended routes through it, the illustrative masterplan identifies the development parcels sitting alongside a series of spaces within Globe Waterside, Globe Square and Beck Court. The proposals suggest limited areas of tree planting to define public realm and pedestrian connections through the site, together with the potential inclusion of water features. In developing the detailed landscape scheme an appropriate balance of hard and soft landscaping, with good growing conditions to ensure viable long-term growth is critical to the formation of a high-quality environment.

Heritage

- 10.2.11 The submitted Environmental Statement assesses the potential effects of the detailed and outline proposal upon the historic environment, including archaeological remains and cultural heritage. Its analysis concludes that there would be some less than substantial harm to the setting of listed buildings and the Holbeck conservation area. Council Officers agree with this conclusion.

The height and massing of the towers (GW01, GS02 and GS03) is the most challenging aspect of the scheme which will affect the setting of the adjacent listed buildings and the setting of the conservation areas. In particular, the towers draw comparisons with the listed towers of Tower Works. Historic England's concern is that the proposed development will reduce the iconic status of the listed towers and harm the setting of the Holbeck Conservation Area by proposing something that is so much bigger. They have objected to the application.

- 10.2.12 However the proposed towers have been modelled in key views of Tower Works. With the exception of the medium distance Whitehall Riverside and Globe Road/Whitehall Road views from the west and north-west, views of the Tower Works towers will not be obscured. These obscured landmark views of the existing towers can be exchanged for views of the new towers serving the same legibility function. In most viewpoints, the new towers will frame or "background" the listed towers, but the identity of the two sets of objects (new and old) will be preserved because of the physical separation and disparity in scale - very much like Candle House on Granary Wharf and the towers. Indeed, like the Candle House the relationship with the historic towers could enhance their setting as a pleasing juxtaposition of linked but separate objects. The framing and retention of key views

of the listed towers is therefore considered to help mitigate the impact of the development on their setting.

- 10.2.13 In the view-point from Portland Crescent/Millennium Square, the tallest tower will appear behind the bell tower of the Town Hall which is currently seen in isolation against the sky. However, there is a considerable depth of field between the Town Hall and the new tower which will appear as a recessive object markedly lower than the bell tower.
- 10.2.14 Much depends on the detailed design of the towers which is not part of this hybrid application. It is important that the new towers have a family resemblance to the existing towers while at the same time acting as a foil to throw the listed towers into relief. The principles to be approved in the Design Principles Document together with the illustrative material in the Design and Access Statement gives confidence that this can be achieved.
- 10.2.15 The proposed buildings, in particular those within Globe Point, would also impact upon the setting of off-site listed buildings to the north and south of the site including the listed range fronting Tower Works and buildings within Round Foundry. Indeed Leeds Civic Trust have raised particular concerns about the scale of buildings on this part of the site. However this part of the site is currently vacant apart from a non-descript former industrial building outside the Holbeck conservation area and it is considered that its development would bring much needed definition to the convergence of Water Lane and Globe Road. The proposed buildings are appreciably higher than their off-site neighbours and could be considered as a threat to the continuity of the townscape. However, it is considered that the increased height is warranted to emphasise the geometry of the site and provide an emphatic gateway to the Holbeck conservation area. The maximum height of buildings within Beck Court are comparable with the height of Marshalls Mill to the south and, given the separation, would not have a harmful impact upon its setting. Consequently, it is not considered that the impact upon the setting of listed buildings or the Holbeck conservation area would be unacceptable.
- 10.2.16 WYAAS raise no objections to the proposals subject to a planning condition requiring architectural recording of the print works and excavation to enable archaeological preservation by recording of former mills and structures on the site to be undertaken.
- 10.2.17 In summary, there would be some less than substantial harm to the setting of listed buildings and the Holbeck conservation area including the Round Foundry complex, Tower Works complex, Marshall's Mill, Temple Works and further away the Town Hall. It is also partly within the Holbeck Conservation Area and close to the Canal Wharf Conservation Area. The demolition of parts of the non-designated Water Lane print works would result in less than substantial harm to the Holbeck conservation area.
- 10.2.18 However, notwithstanding this impact, as set out above, officers consider that the application proposal will mitigate this impact through maintaining key views of the listed towers on Tower Works, providing sufficient separation to listed buildings and by proposing a quality of architecture and design that will contribute to the regeneration of the area. Indeed, it is considered the development will have a beneficial effect through the repair of the streetscape and set piece interventions such as the new towers and Globe Point in place of surface car parking and a low quality 20th century building. Other beneficial impacts would arise from the repair of

the listed Hol Beck footbridge and the reinstatement of the historic route north from Marshall Street.

10.2.19 As less than substantial harm has been identified to designated heritage assets, Sections 66(1) and 72(1) and paragraph 134 of the NPPF require a 'balancing exercise' to be undertaken, weighing any harm against the public benefits of the proposal. Within this 'balancing exercise', 'special regard'/'special attention' and 'considerable weight and attention' must be given to preserving or enhancing designated heritage assets, and their setting in relation to listed buildings, when balancing the public benefits and advantages of the application proposals against any such harm. Significant weight is therefore ascribed to this less than substantial harm in this balancing exercise consistent with the PLBCAA provisions and NPPF Paragraph 134.

10.2.20 Turning to the positive public benefits of the scheme, the proposed mixed use development of this site would deliver substantial social, economic and environmental benefits for Leeds in line with the Council's vision and strategic aims for the area as set out in the Core Strategy, UDPR and Holbeck South Bank SPD. These public benefits include the following:

- Regeneration of the site and enhancement of the townscape to create a high quality, sustainable, mixed-use community;
- Delivery of up to 70,000m² of Grade A office space in a sustainable city centre location in need of development;
- Delivery of up to 750 new homes with a mix of dwelling size in line with the needs of the area, including 5% affordable housing;
- Provision of other community, leisure and service facilities to support the existing and proposed community;
- Provision of public realm and new and enhanced pedestrian and cycle links to the city centre and adjacent communities
- Repair of Hol Beck footbridge;
- Introduction of measures to reduce the vehicular dominance of Globe Road and Water Lane;
- The likely economic benefits are summarised in the table below:

Benefit	Residential Led Scheme	Employment Led Scheme
Construction Value	£301m	£291m
Construction Phase Economic Output (GVA per year)	£17.4m	£16.8m
Direct Construction Jobs (FTE) over a 12 year build period	298	288
Supply Chain Construction Jobs (FTE)	300	290
Direct Employment:		
• FTE	1,800	5,928
• Headcount	2,058	6,749
• Net	1,328	4,424
Supply Chain Jobs (net FTE)	385	1,283
First Occupation Expenditure	£4.1m	£715,000
Ongoing Resident Expenditure per annum ¹ :		
• Total	£19.9m	£3.4m
• Net	£13.7m	£2.4m

Supported jobs (FTE)	178	30
New Homes Bonus (over a 4 year period)	£3.9m	£680,000
Council Tax Revenue (per annum)	£940,000	£165,000
Business Rate Revenue (per annum)	£2.3m	£7.6m
CIL Revenue	t.b.c	t.b.c

10.2.21 The proposed development would therefore deliver direct substantial social, economic and environmental benefits in line with the objectives for the Holbeck, South Bank SPD. These public benefits, together with the heritage benefits detailed above, clearly outweigh the less than substantial harm identified to both designated and non-designated heritage assets. Additionally, the beneficial catalytic effect on adjacent sites such as Tower Works and also Temple Works should not be underplayed. Officers therefore consider the proposed scale and design of development would on balance contribute to the character of the area.

10.3 Access and transportation issues

10.3.1 The site is located in a highly sustainable, city centre, location that is accessible by a range of modes of transport albeit existing pedestrian north-south links through the site are severely limited. Indeed, despite its close proximity to the heart of the city centre Holbeck has historically been isolated from the centre by road, rail, canal and river infrastructure. The Holbeck, South Bank SPD highlights the desire to produce a pedestrian and cycling friendly environment, in part by minimising through traffic in the area and by developing with the minimum acceptable parking provision. In August 2016 City Plans Panel confirmed that, in principle, they could support the intent to reduce the extent of through traffic in the area, to limit parking provision, and to deliver a pedestrian and cycling friendly environment as part of the development.

10.3.2 The application proposals recognise that links to and from the city centre are needed to bridge existing infrastructure constraints while new routes, links and spaces are required to provide a framework for the public realm and to integrate the site into the broader urban fabric. Consequently, a key objective of the scheme is to improve connectivity between the site, the city centre and adjacent neighbourhoods. Proposals to achieve this include:

- The formation of a key clear north/south pedestrianised link running through the heart of the site and connecting Marshall Street in the south to the canal in the north.
- Enhanced permeability through the introduction of pedestrian crossing points at strategic locations along Globe Road and Water Lane and the introduction and refurbishment of crossing points over Hol Beck to promote north-south connectivity.
- Introduction of pedestrian walkways and creation of a promenade along Hol Beck, promoting east-west connectivity.
- The introduction of measures to reduce the vehicular dominance of Globe Road and Water Lane and promote a more pedestrian friendly environment. Measures include road narrowing, a one way section on Water Lane, pedestrian crossings, footway widening, cycle ways, landscaping and street furniture and the introduction of active building frontage.

- 10.3.3 The detailed office phase would deliver some of the off-site highway improvements indicated along Globe Road and Water Lane adjacent to the site but not the provision of a one way westbound route along Water Lane or a dedicated footpath to the north side of Water Lane. These off site highway improvements would be delivered with further phases of the development. Council officers are supportive of the emerging details and their delivery will be controlled by planning conditions.
- 10.3.4 Whilst the Holbeck, South Bank SPD encourages development with the minimum acceptable car parking it also recognises the need for car parking provision in response to commercial requirements and residential demand, noting that a shared or communal multi-storey car park could enable the remainder of the area to be more pedestrian friendly. 50 spaces are proposed in the basement of buildings within Globe Point and Beck Court. An additional 450 spaces could be provided, including within a multi-storey car park. However, it is intended that the ultimate number of car parking spaces provided will respond to the final quantum and mix of proposed uses delivered on site. The approach to car parking provision is considered acceptable.
- 10.3.5 The Applicant's consultants and the Council's Highway Officers agree that the development will have an adverse impact on the existing operation of the Globe Road and Whitehall Road junction which requires mitigation. This mitigation is likely to include signalisation of the junction. At the time of writing the report discussions are ongoing on the scope of the works that are necessary and the level of contribution that is required for the Council to undertake the junction improvement works. However the agreed solution will not impact on the proposed scale, design and character of the development on site and therefore Officers are requesting delegated authority to resolve this technical highway matter.

10.4 Flood risk

- 10.4.1 The site is located adjacent to the Hol Beck and also to the Leeds-Liverpool Canal. The River Aire is also situated beyond the canal. The site is located within Flood Zones 2 and 3 albeit it is noted that the site did not flood during the historic 2015 Boxing Day flood of the River Aire.
- 10.4.2 The application is supported by a Flood Risk Assessment, including a Sequential Test and an Exceptions Test, together with a Drainage Assessment and Drainage Management Plan. Whilst individual developments on sites allocated in Development Plans need not apply the sequential test, in this case the tests have been undertaken for the avoidance of doubt as the Site Allocations Plan allocations do not specifically accord with the site boundary or distribution of uses proposed in this application. The tests demonstrate that there are no suitable alternatives to the application site in the Holbeck, South Bank area which can deliver the proposed development within a lower flood risk area.
- 10.4.3 The Leeds Flood Alleviation Scheme (FAS) included construction of solid flood walls along Hol Beck from Springwell Road to the west to the outfall of the beck to the River Aire. The scheme prevents flooding from Hol Beck for a 1 in 100 annual probability flood event including a 20% allowance for climate change. The formation of the public open space at Globe Square would require a section of the flood wall to be removed. However, the level of protection within the square would be maintained by hard landscaping, flood gates and slot-in demountable boards. The development also includes 4 new, at-grade, pedestrian bridges to enable level access to and across the site. The defences for the bridges are likely to be flood gates although a demountable board system could also be utilised. The

responsibility for maintenance and operation of the flood defences into the site will rest with the Council and consequently a commuted sum is required towards operation of the flood gates by the Flood Alleviation team. The level of contribution is still to be agreed.

- 10.4.4 Some raising of ground levels is proposed so that the development platform north of Hol Beck ties into Globe Road. Beyond this it is not intended to raise finish ground floor levels. Ground levels at Beck Court south of Water Lane are significantly lower than the rest of the site due to the natural topography of the area. For this part of the site it is intended that the residual risk of flooding is mitigated using flood resilience/mitigation measures. A flood management plan, to be secured by condition, will also be prepared in conjunction with the Council.
- 10.4.5 The Environment Agency is currently reviewing the results of the most-recent hydraulic model with results expected before City Plans Panel. Officers intend to update Members verbally when these comments have been received. Subject to the Environment Agency approving the developer's modelling work, Flood Risk Management do not have any objections to the proposed development subject to flood risk and drainage conditions and a commuted sum for operation of the flood gates. Consequently, subject to confirmation by the Environment Agency, the development accords with Core Strategy policy EN5, policies Water 1, 2, 4, 6 and 7 of the Natural Resources and Waste Local Plan.

10.5 Biodiversity

- 10.5.1 The site is located in a heavily urbanised environment which presently supports very little flora or fauna since the removal of scrub along the edges of Hol Beck channel as part of the Flood Alleviation Scheme works. Consequently, the development would have minimal impact upon on-site ecological features. The proposals originally identified the intent to culvert a section of the Hol Beck close to Globe Road in order to form a wider pedestrian gateway into the site from the east. However, following representations from the Environment Agency and the Council's Nature Conservation Officer these proposals were revised and the Hol Beck will remain uncovered in accordance with saved policy N39B of the UDPR.
- 10.5.2 Despite the current condition of the site Core Strategy policy G9 and the NPPF requires that development will need to demonstrate biodiversity improvements. During the construction phase of the development mitigation measures would include the avoidance of lighting in the Hol Beck corridor and pollution control. Tree planting as part of the landscaping scheme will, to some extent, offset the loss of scrub. The provision of bat-roosting bricks and bird nesting boxes within the Hol Beck corridor, together with the incorporation of bat, bird and bug boxes into the buildings and structures on the site, will enhance existing facilities and have a positive impact for bat roosting and bird breeding. The development also proposes establishing a botanical community on the margins of the canal and this will be delivered through a planning obligation in the section 106 agreement.
- 10.5.3 Conditions are proposed to secure the enhancements to the biodiversity within the site. Consequently, the development would minimise impact upon the existing, limited ecology and provide positive benefits in accordance with policies P12, G1 and G9 of the Core Strategy, the NPPF and the Leeds Biodiversity and Waterfront SPD.

10.6 Wind considerations

- 10.6.1 The existing site comprises cleared land or low buildings whilst the scheme involves several tall buildings which would be likely to alter wind conditions at ground level. A series of wind tunnel tests have been conducted by the developer and the potential effects of the development upon pedestrian comfort and safety are addressed in the Environmental Statement. The findings of the studies have been reviewed by ARUP on behalf of the Council.
- 10.6.2 The current wind environment is largely considered suitable for sitting and standing throughout the year. The demolition of the existing buildings is not expected to have a significant effect on the wind conditions within and surrounding the site.
- 10.6.3 The Environmental Statement demonstrates that the conditions around the detailed part of the scheme (Globe Point) are acceptable for the intended use with tested mitigation measures without any development in the remainder of the site. The mitigation measures comprise a combination of hard and soft landscaping including the retention of the western wall of the existing building; solid and porous freestanding structures; porous fins and screens located on and between the buildings; and a number of trees. When the scheme is fully complete the taller buildings to the west would have a beneficial impact upon conditions around Globe Point to the east such that temporary mitigation measures could be removed.
- 10.6.4 As the remainder of the scheme is in outline the initial tests of the outline scheme were based upon the maximum parameters of the unarticulated building masses without any mitigation. The tests highlighted that wind conditions around the outline blocks were in exceedance of the comfort and safety limits in numerous locations, particularly around the tallest block to the north of the site in Globe Waterside.
- 10.6.5 Downwashing of wind flows, where stronger winds from above reach the tall building façade and are forced down to ground level creating a windy area, is common with buildings which are taller than the surrounding area. These wind effects would occur at Globe Waterside due to the introduction of tall buildings in an area which is exposed to the predominant westerly winds. Flow acceleration around building corners is caused by the pressure difference from the low pressure on the downwind side of each building and the higher pressure on the upwind side of each building. This would cause localised windy areas where winds are accelerated around the building, especially near the westerly building corners of Globe Waterside, Globe Arches and Beck Court. Channelling conditions occur when winds are “squeezed” between buildings which are in close proximity to each other. Therefore, the thoroughfares which are aligned with the predominant westerly winds would see an increase in these effects, such as at Globe Waterside, Globe Square, Beck Court and at off-Site locations on Globe Road and Water Lane.
- 10.6.6 In view of the outcome of the initial study the applicant was requested to undertake further testing to demonstrate the beneficial effects of potential mitigation measures in the outline elements of the development, and to provide evidence that appropriate wind conditions are achievable. Testing was undertaken with the maximum building parameters of the outline application and in the context of existing surrounding buildings (the worst-case scenario).
- 10.6.7 With the proposed mitigation, including a combination of massing changes to the outline blocks (such as façade stepping, canopies, screens and chamfered corners) and the addition of landscaping levels of windiness are shown to be within expected ranges for buildings of similar shape, scale and exposure.

- 10.6.8 The latest studies show that the outline scheme would result in strong wind conditions along the railway to the north-west even with the addition of a porous screen. However, this is not raised as a safety concern as the railway line should only be accessed for maintenance only. The windiness would not exceed the 20 m/s safety limit.
- 10.6.9 The studies indicate that strong winds would still be experienced in a limited number of locations around the outline blocks (around the south-eastern corner of GS03; under the arcade of GS01; and to the north-west of GW01). However, the mitigation measures introduced in the most recent tests demonstrate a significant improvement in wind conditions across the site and, it is reasonable to expect, that acceptable conditions are achievable across the site in the detailed design at reserved matters stage whilst still delivering an accessible and well-designed scheme. A planning condition is proposed to ensure that quantitative wind assessment is undertaken as each detailed phase of the development comes forward.
- 10.6.10 Consequently, wind is not considered to be a constraint to the proposed scheme and, subject to further testing at detailed design stage, the development would accord with saved policy GP5 of the UDPR and guidance contained within the Tall Buildings Design Guide SPD.
- 10.7 Residential amenity
- 10.7.1 Whilst the development of the masterplan has given careful consideration to the arrangement of buildings and spaces between them the detailed design of the scheme's residential elements, all of which are located within the outline area of the site, will be determined at the reserved matters stage. The applicant has stated that the accommodation itself will meet, or surpass, the Nationally Described Space Standards.
- 10.7.2 The new residents would have direct access to areas of public realm within the site and the accommodation would be supported by a mix of uses such as retail, food and beverage outlets and other facilities, potentially including leisure, health and community uses. Additionally, the close proximity to the heart of the city centre enables easy access to a wide range of goods, services alongside access to public transport nodes including the nearby city station.
- 10.7.3 The ES includes an assessment of the environmental effects of the development on the daylight and sunlight levels experienced by existing residents around the site including those within Keys Court, Water Lane and Butcher Street, together with more distant homes in Candle House and Whitehall Waterfront. There would be insignificant, minor effects during the construction phase from such objects as cranes and scaffolding as they would be lightweight and unlikely to significantly obstruct daylight or sunlight. The impact would be greater in the completed development albeit the daylight and sunlight assessments indicate that the impact on most neighbours would be negligible or minor. The assessment concludes that the development would not result in unacceptable daylight, sunlight or overshadowing effects with regard to recognised guidance and where properties would be affected they would continue to experience daylight and sunlight levels typical of urban locations.
- 10.7.4 The ES also assesses the potential impacts of noise and air quality upon residential amenity. This concludes that subject to mitigation measures the development

would not result in any adverse impacts upon existing or future residential amenity. Consequently, subject to detailed design and conditions with regard to noise and air quality, the development would accord with Core Strategy policy P10, saved UDPR policies GP5 and BD5, the NPPF and the emerging policy within the Core Strategy Selective Review.

10.8 Affordable Housing

- 10.8.1 Core Strategy policy H5 sets a target of 5% of new homes in this part of the city should be affordable housing, 40% of which should be for households on lower quartile earnings and the remainder for households on lower decile earnings. Up to 750 apartments could be delivered as part of the scheme such that 38 affordable dwellings should be provided. Policy H5 states that the affordable units should be on-site unless off-site provision or a financial contribution can be robustly justified.
- 10.8.2 The developer recognises that on-site provision is the first mechanism for provision of the requirement for 5% affordable housing. The Section 106 Agreement will reflect this and contain the Council's standard provision in respect of market 'for sale' housing whereby units would be identified and details provided to an agreed list of housing associations. If no housing association chooses to acquire the units under the specified procedure, a commuted sum will be generated using the standard formula and valuation basis.
- 10.8.3 It is proposed that the Section 106 Agreement will contain a mechanism whereby if a Build to Rent building or buildings is proposed, then notice of this will be given to the Council by completion of information about the scheme and the investor. At that stage, it will be ascertained whether the investment model could accommodate any on-site discounted homes.
- 10.8.4 The Section 106 Agreement will provide detail of the basis both for on-site units with discounted rents and will also provide details of the calculation of a commuted sum in lieu of on-site provision. The commuted sum would be payable upon completion of the first apartment. An overage payment (based on balancing up to the valuation for open sale of all units within the block) will also be required in the event that any unit from that block is sold as a private dwelling.
- 10.8.5 Although commuted sums will remain as a fall-back provision, CEG's aim is to use their skills and resources to develop an alternative approach to the delivery of affordable housing. CEG desire to move away from the traditional interpretation of an 'off-site' financial contribution as an end in itself for a developer. For over a year CEG have been researching and engaging with the third sector, interest groups, officers and community-housing providers to think about just how much change could be stimulated through thoughtful and well-managed delivery of affordable homes in the areas that most need it. Supporting this through CEG's skills initiatives and partnerships around pathways to employment and through the exploration of partnerships with other innovators in this field would represent a truly sustainable approach. CEG is acting in partnership with social housing and training umbrella, Efficiency North, to explore and deliver whatever proposals may be possible in these areas. CEG has already offered development and planning expertise to assist third sector housing projects which are currently under advanced discussion.
- 10.8.6 As a result of CEG's aspiration to advance the traditional commuted sum approach, it is proposed that the Section 106 Agreement would contain a provision whereby at the Council's future discretion, subject to an agreed protocol and suite of

information, commuted sums could be used by CEG for direct delivery of homes or platforms for new homes (for example community-led scheme, co-housing, self-build, transitional housing for vulnerable adults, extra-care perhaps supplemented by relevant empty homes renewal). The Council, having considered and consulted on the scheme could then agree to the commuted sum being applied by CEG to the proposed scheme either alone or in combination with funds from other sources available for the provision of affordable housing. It is intended through this option to ensure timely delivery of new affordable homes in areas that need them, through an efficient use of resources and viewed in the context of securing sustainable and valued mixed communities.

10.9 Employment and Skills

10.9.1 The table at paragraph 10.2.19 identifies the likely number of jobs to result directly from the development through both the construction and operational phases. Core Strategy spatial policy 8 supports a competitive local economy by supporting training/skills and job creation initiatives via planning agreements. Standard provisions are proposed within the section 106 agreement through which CEG will incorporate measures to support the engagement of local sub-contractors and services to deliver training and job opportunities in conjunction with Employment Leeds.

10.9.2 Current initiatives organised by CEG include the Forging Futures Campus which will act as the focus for training activities for the development; Skill Mill; and the CEG Apprenticeship Programme. Employment Leeds are consulted on these programmes as they develop. CEG will offer an additional focus for local recruitment to the skills and employment training initiatives that have been set up at the Kirkstall Forge site and in anticipation of development activity in Holbeck at the CEG: South Bank site. When recruitment for the programmes is taking place efforts will be made to target young people from the wards of City and Hunslet and Beeston and Holbeck.

10.10 Environmental impact assessment

10.10.1 The planning application is accompanied by an Environmental Statement (ES) and Supplementary Environmental Statement (SES) which set out the findings of an Environmental Impact Assessment (EIA) of the proposal. The scope of the assessment was agreed with the Council. The EIA considers the environmental effects of the development during its construction and operational phases. The ES and SES include a suite of technical reports including those on ecology, transport, flood risk and drainage, geo-environmental, coal and aggregate recovery and the wind environment.

10.10.2 The ES and SES submitted as part of the planning application, along with other technical reports and information, demonstrate that the scheme will not result in any significant adverse impacts once mitigation measures are in place. The table below summarises the effects of the development during its construction and subsequent operation

Chapter / Topic	Summary of residual effects from the proposal once mitigation measures are in place	
	During Demolition and Construction	During Operation

Townscape and Visual Impact	No significant adverse visual effects, minor/moderate adverse townscape effects on a temporary basis.	Minor to major beneficial effects on townscape and visual receptors.
Heritage (above and below ground)	Minor adverse effects on archaeology and Holbeck Conservation Area but these are not considered to be significant.	Negligible and minor adverse on Water Lane Print Works and Malt House. Beneficial effects on other heritage assets.
Transport and Accessibility	The potential effects on the highway network will be negligible.	No residual effects during operation of the development.
Water	The residual impact is not significant.	No significant residual effects.
Wind and Micro-climate	Following demolition / clearance on the Globe Square and Globe Point sites, wind effects will not be significant.	A range of mitigation measures have been identified, including interim / temporary measures for early phases if necessary. Effects arising are not significant and all areas are suitable for their intended use.
Socio-economic and Community Effects	Temporary, moderate beneficial effects for employment. Also, temporary and substantial beneficial effects on gross value added.	Office-led scenario: a wide range of impacts, generally all beneficial, some of which are significant. Residential led scenario: a wide range of impacts, generally all beneficial, some of which are significant.
Air Quality	No residual adverse impacts are predicted. Impacts from construction dust and vehicular emissions will not be significant.	Not significant.
Ecology	Neutral to positive residual effects on most features.	The residual effect on site users would be negligible.
Noise and Vibration	Not significant.	Not significant.

10.10.3 As required by the Regulations, the ES also considered an alternative scenario where the development does not proceed and the site remains in its current use. Given the significance of the benefits associated with the development of the scheme and the emphasis placed on the site's regeneration in local planning policy it is realistic to regard a "no development" scenario as highly unlikely.

10.11 Section 106 obligations and Community Infrastructure Levy

10.11.1 A legal test for the imposition of planning obligations was introduced by the Community Infrastructure Levy Regulations 2010. These provide that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

(a) necessary to make the development acceptable in planning terms,

- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

10.11.2 The proposed scheme produces the need for the following obligations which it is considered meet the legal tests in compliance with Core Strategy policy ID2 and relevant Development Plan policies:

- Leeds City Council Travel Plan Review fee of £20,000
- Provision of 3 Leeds City Council Car Club parking spaces
- Business Car Club Contribution = $£12,600 + (B1 \text{ area} - 14000) \times 0.22$ (where B1 area is the area in sqm of B1 use class)
- Residential Travel Plan Fund contribution of £245.50 per dwelling
- Contribution towards operation of the flood gates within the site and along Water Lane fronting the site (amount to be agreed)
- Off-site canalside towpath and biodiversity habitat improvements
- Provision of 5% affordable housing
- Provision for public rights of access to the public access areas across the site
- Contribution for loss of revenue from on-street car parking bays (amount to be agreed)
- Contribution towards Whitehall Road / Globe Road junction improvement works (scope of improvements and amount to be agreed)
- Provision of the easternmost bridge over Holbeck as part of the next phase of development following completion of the detailed office led phase
- Local employment and training initiatives
- Section 106 management fee (£4,500).

Community Infrastructure Levy (CIL)

10.11.3 This development is CIL liable and the CIL charge will depend upon the final format of the development. As this will be a phased planning permission for the purposes of the CIL Regulations 2010 (as amended) CIL will be calculated as each phase of the development comes forward. The payment of CIL is non-negotiable and consequentially is not material to the determination of the planning application. Accordingly this information is presented simply for Members' information.

10.12 Conclusion

10.12.1 The area has been in decline for many years and a series of unrelated schemes have not come to fruition. CEG acquired several of these sites in 2015 with a view to bringing forward comprehensive development of the area and subsequently undertook two years of pre-application discussion involving a wide variety of stakeholders including two presentations to City Plans Panel.

10.12.2 The proposed scheme would bring forward the comprehensive, mixed use development of 3.5 hectares of Holbeck fulfilling the aspirations for this brownfield site identified in the Unitary Development Plan Review, the Holbeck, South Bank SPD and the emerging Site Allocations Plan. Whilst the development would result in less than substantial harm to some of the heritage assets of the area it is considered that the public benefits of the proposal would outweigh this harm. In doing so the scheme would deliver up to 750 residential dwellings, and up to 70,000m² of new grade A office space supplementing existing facilities within the city centre. The principal uses would be supported by a mix of other uses that may include retail, food and beverages, leisure, hotel, educational and community uses.

Such facilities would help to animate the site throughout the day and are consistent with the intent to make this a vibrant, mixed use, area whilst also being compatible with the city centre location.

- 10.12.3 A key feature of the scheme is the delivery of a series of pedestrian routes, including new crossings over the Hol Beck, which along with the enhanced pedestrian facilities proposed within Water Lane and Globe Road, would significantly improve permeability and connectivity between the site, adjoining neighbourhoods and the city centre.
- 10.12.4 The proposed scale of buildings would result in landmark views of new buildings and re-frame views of historic buildings which presently help to define Holbeck's character. The proposed architectural approach draws upon the area's historic legacy whilst delivering high quality, contemporary design.
- 10.12.5 The proposals are supported by an Environmental Statement and Supplementary Statement which demonstrate that the scheme would not result in any significant adverse environmental impacts that cannot be mitigated by appropriate planning conditions.
- 10.12.6 In summary, the proposed development would deliver substantial social, economic and environmental benefits in line with the Holbeck, South Bank SPD and in accordance with both the Development Plan and emerging policies. The developer intends to commence the construction of the detailed element of the scheme later this year so as to be in a position to complete it in June 2020 and, accordingly, it is recommended that the scheme should be approved subject to the recommendation and the completion of a Section 106 agreement as outlined at the head of this report, and subject to conditions specified in Appendix 3 (as altered and added to by the Chief Planning Officer).

Appendix 1

Minutes of the City Plans Panel meeting 18th August 2016 (Item 43)

PREAPP/15/00955 Mixed use development comprising predominantly commercial buildings and public realm Land off Globe Road and Water Lane, Holbeck, Leeds, LS11 1LT

The report of the Chief Planning Officer informed Members of a pre-application presentation for a mixed use development comprising predominantly commercial buildings and public realm Land off Globe Road and Water Lane, Holbeck, Leeds, LS11 1LT.

A site visit took place prior to the meeting and site plans and photographs were displayed and referred to throughout the discussion on this pre-application.

The applicant's representative addressed the Panel. Issues highlighted in relation to the proposals included the following;

- An introduction which included details of the emerging proposals for the redevelopment of several land parcels to the north and southern sides of Globe Road and Water Lane in Holbeck (known as the Temple Quarter), the introduction also set out the proposed masterplan, architectural aspirations, the strategic aspirations for the site, demonstrated the relative heights of the buildings and the quality of the public space.
- Information in respect of the existing site and its surroundings.
- Details with regard to the sites relevant planning history.
- Details of consultation that had taken place to date.
- An explanation as to the proposed use of the site which was proposed to be a commercially-led development for 1 client covering approximately 500,000 sq ft and 7000 jobs from across the region which would involve predominantly new office accommodation, together with a small element of residential accommodation towards the southern end of the Temple Quarter. There may also be some commercial uses such as bars and restaurants.
- They would like the development to be completed by mid 2019.

In response to Members comments and questions, the following was discussed:

- The location of the reservoirs referred to in the report at 6.8 and the views of the West Yorkshire Archaeology Advisory Service.
- The listed buildings (towers) on the adjacent site and the need where possible for those not to be obscured/hidden by the new development, the developer advised Members that he was very mindful of the towers and they were trying to create a space to make them as visible as possible. In discussing this Members were advised that the development would be a strong cluster of buildings that work as a group and would be 'campus style'. Members also made some comments around the scale and layout of the proposals and location of the taller buildings to which the developer responded. Members felt it would be beneficial to see a model of the site.
- Members discussed transport impacts in detail, particularly the impact on traffic when the development was complete, the relationship of the road networks with any future initiatives at City Square, the capacity of surrounding roads, the issue of public transport particularly accessibility if proposals are to include narrower roads to allow improved pedestrian access. Members also asked that parking provision be considered as the temporary car parks would be displaced from the existing site when this is developed. Members were advised that an aimsun model would be developed to look at potential traffic impacts across the city including the route from the M62 to Armley Gyratory and to include City Square in addition to surveys at key junctions near the development.

- Members also referred to the printworks and asked if the style of the existing saw tooth roof could be used as part of the new design in this location.
- Members also commented that it was paramount that the quality of materials used was high, particularly as the development would front onto the railway and this would make a statement as you entered the City by rail.

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

- They felt that the proposed commercially-led development was acceptable in principle.
- They felt that the emerging masterplan for the site was appropriate.
- They felt that they could support the emerging scale of the development subject to some 'fly through' and modelling details.
- They felt that in principle they could support the intent to reduce the extent of through traffic in the area, to limit parking provision, and to deliver a pedestrian and cycling friendly environment as part of the development, although Members did feel they needed to have site of the information in respect of the transport testing and other traffic management data.
- They felt that in respect of this development it would be extremely positive if the developers could work with the City to look at apprenticeship opportunities on this long term project.

RESOLVED – To note the details of the pre-application and thanked the developers for their attendance.

Appendix 2

Minutes of the City Plans Panel meeting 12th January 2017 (Item 117)

PREAPP/15/00955 - Pre-application Presentation of Proposed Mixed-use Development on Land at Globe Road and Water Lane, Holbeck, Leeds pdf icon PDF 2 MB

To consider a report by the Chief Planning Officer which sets out details of a pre-application proposal for mixed-use development on land at Globe Road and Water Lane, Holbeck, Leeds

Minutes:

The Chief Planning Officer submitted a report which set out details of a Pre-Application proposal for mixed – use development on land at Globe Road and Water Lane, Holbeck, Leeds.

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

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

- The site comprises several parcels of land in Holbeck to the south of the Leeds-Liverpool Canal and to the south-west of Granary Wharf. Part of the site lies within the Holbeck Conservation Area and there are several listed and unlisted historic buildings close to the boundaries of the site.
- The proposal is for a mixed use scheme comprising of a combination of residential buildings (4) and office buildings (5) together with two other buildings which could include: residential/hotel; offices; multi-storey car parking; two form entry primary school; health centre or retail/food and beverages. The majority of the buildings would incorporate ground floor commercial premises (Use classes A1, A3 and A4)
- The new buildings would range in height from single storey up to 40 storeys'; three buildings were proposed for the Globe Waterside area, Globe Arches would

accommodate a single building and four buildings were identified for the Globe Square site.

In response to Members' comments and questions, the following were discussed:

- Members welcomed the submission of a Master plan for the area
- The phasing of the proposed development was supported but Members noted there was some uncertainty about the proposal for the Print Works area
- There was a desire to understand the total impact of the development on the area
- A wide mix of residential properties should be considered; from affordable single bed apartments to family housing and luxury penthouses
- There was a desire for new public realm linkages to include a public route along the disused railway viaduct
- Further consideration of the highway implications around Globe Point were required together with the provision of more greenery
- If proposals were to come forward for a school in the area, pick up and drop off arrangements would need to be considered

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

- Members took the view that the proposed mixed use development was acceptable in principle
- Members were supportive of the refined Master plan for the site
- The vast majority of Members were supportive of the principle of the taller buildings, however, the use of quality materials and the need for the buildings to be of an iconic design were emphasised
- Maintaining the heritage of the area was an important consideration
- Further details about the emerging proposals for car parking within the development were required
- The proposals should include a wide mix of residential tenure and comply with the Council's planning policies on affordable housing

RESOLVED –

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

Appendix 3 – draft conditions

- 1 Applications for approval of the following details (hereinafter referred to as the reserved matters) for the initial phase (or part therein) of the development shall be submitted to the Local Planning Authority before the expiration of five years from the date of this permission:
 - a Access
 - b Layout
 - c Scale
 - d Appearance
 - e Landscaping
- 1 Approval of the reserved matters shall be obtained from the Local Planning Authority in writing for each phase (or part therein) of the development before each respective phase of the development (save for any Advance Infrastructure and Enabling Works approved pursuant to condition x) is commenced.
- 3 Reserved matters applications shall be submitted in accordance with the limits specified in the approved parameter plans and the principles in the approved Design Principles Document unless otherwise agreed in writing by the Local Planning Authority.
- 4 The development of the outline scheme shall commence prior to the expiration of three years from the date of approval of the last reserved matters application.
- 5 The detailed scheme as defined by Dwg No: 1814- FCBS- 00- 00- DR- A- 0001 P01 shall be commenced no later than three years from the date of this permission.
- 6 The development hereby permitted shall be carried out in accordance with the plans and documents listed in the Plans Schedule.
- 7 No Advance Infrastructure and Enabling Works (including but not limited to any works of demolition and/or works of a temporary nature, such as, temporary hard and/or soft landscaping or temporary vehicular routes, site remediation, earthworks and/or reprofiling of site levels) within a phase (or part therein) (“Advance Infrastructure and Enabling Works”) shall commence until details of the proposed Advance Infrastructure and Enabling Works have been submitted to and approved in writing by the Local Planning Authority.

The Advance Infrastructure and Enabling Works shall be carried out in accordance with the approved details. For the avoidance of doubt, any approved Advance Infrastructure and Enabling Works may be undertaken prior to the submission or approval of Reserved Matters Applications pursuant to conditions x and without compliance with pre-commencement conditions x.
- 8 No development, including Advance Infrastructure and Enabling Works, shall commence within each phase of the development (or part therein), until a Construction Management Plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include full details of:
 - a The methods to be employed to prevent mud, grit and dirt being carried onto the public highway from the development hereby approved
 - b Measures to control the emissions of dust and dirt during demolition and construction

- c Location of site compounds and plant equipment/storage
- d Location of contractor and sub-contractor parking
- e Traffic management of deliveries and waste removal
- f Demolition and construction activities and deliveries to site shall be restricted to 0800-1800 hours Monday to Friday, 0800-1300 hours on Saturdays, with no demolition or construction activities on Sundays and Bank Holidays unless otherwise agreed in writing by the Local Planning Authority
- g Details of any out of hours deliveries and plant movement
- h Measures to prevent pollution entering the Leeds and Liverpool Canal and Hol Beck during construction
- i Measures to ensure that the structural integrity of the Leeds and Liverpool Canal and Hol Beck are not put at risk
- j Measures to ensure the safety of the adjacent operational railway infrastructure
- k How this Construction Management Plan will be communicated by the developer to local residents and businesses

The approved details shall be implemented at the commencement of work on each phase, and shall thereafter be retained and employed until completion of works on that phase. The Construction Management Plan shall be made publicly available for the lifetime of the demolition and construction phase(s) of the development in accordance with the approved method of publicity.

9 No development, including Advance Infrastructure and Enabling Works, shall commence within each phase of the development (or part therein), until a Construction Environmental Management Plan (CEMP) for that phase has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following where relevant to that phase:

- a Risk assessment of potentially damaging construction activities
- b Identification of any biodiversity protection zones
- c Measures to avoid or reduce impacts during construction – to include all (but not limited to) the mitigation proposed in Section K6.0 of Chapter K: Ecology of the Environmental Statement (September 2017) and Section 6.0 of the Supplementary Environmental Statement
- d Location and timings of any sensitive works to avoid harm to biodiversity features, including nesting birds
- e The times during construction when specialist ecologists need to be present on site to oversee works
- f Responsible persons and lines of communication

The approved CEMP for that phase shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

10 A phasing plan for the development, showing the anticipated sequencing of development of areas within the development site, shall be submitted to and approved in writing by the Local Planning Authority prior to the submission of any application for the approval of reserved matters pursuant to those parts permitted in outline. The sequencing of the development shall thereafter be carried out in accordance with the approved plan, unless otherwise approved in writing by the Local Planning Authority, and any reference to phase(s) in the conditions within this decision notice shall refer to the phases detailed in the plan thereby approved.

11 No development, including any Advance Infrastructure and Enabling Works, shall commence within each phase (or part therein) until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work associated with that phase (if any) in accordance with a written scheme of investigation to be

submitted to and approved in writing by the Local Planning Authority. Work for each phase shall be carried out in accordance with the details and timescales thereby approved.

12 No development, including any Advance Infrastructure and Enabling Works, shall commence within the Globe Arches, Globe Square or Globe Waterside areas of the site (or part therein) adjoining Network Rail Infrastructure (as defined by Dwg No: 1814-FCBS-00-00-DR-A-0001 P01) until full details of any excavations and earthworks to be carried out near to the railway undertaker's boundary fence in relation to that phase (or part therein) have been submitted to and approved in writing by the Local Planning Authority. The works shall thereafter be undertaken in accordance with the approved details.

13 Where remediation measures are shown to be necessary in the Report titled Geoenvironmental Appraisal (ref C6484A/Rev C dated September 2017), and/or where soil or soil forming material is being imported to site, development shall not commence until a Remediation Statement demonstrating how the site will be made suitable for the intended use has been submitted to and approved in writing by the Local Planning Authority. The Remediation Statement shall include a programme for all works and for the provision of Verification Reports.

14 No development shall commence within each phase (or part therein) where relevant until a Method Statement for the control and eradication of the Invasive Species identified in Chapter K: Ecology of the Environmental Statement (hereafter referred to as the Target Species) has been submitted to and approved in writing by the Local Planning Authority. The Method Statement will include post-treatment monitoring of the site to ensure a continuous 12 month period of time occurs where none of the Target Species is identified growing on the whole site, if any Target Species is identified as growing on-site during the 12 month monitoring period then treatment shall resume and continue until a continuous 12 month period with no Target Species occurs. The agreed Method Statement shall thereafter be implemented in full.

15 No development (save for any Advance Infrastructure and Enabling Works approved pursuant to condition x) shall commence within each phase (or part therein) until a scheme detailing surface water drainage works for that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme should be sufficiently detailed with supporting calculations to confirm the pre and post development discharges as well as attenuation storage requirements for the development.

Peak post development surface water runoff rates from the development should be not more than 70% of the existing peak runoff rates from the site.

The site shall be developed with separate foul and surface water drainage systems.

There shall be no piped discharge of surface water within a phase until works to provide a satisfactory outfall for surface water drainage have been completed in accordance with details to be submitted to and approved by the Local Planning Authority before development of that phase commences. The works shall be implemented in accordance with the approved scheme before the relevant phase is brought into use.

16 No development (save for any Advance Infrastructure and Enabling Works approved pursuant to condition x) shall commence within each phase (or part therein) until details of the proposed means of foul water drainage for that phase have been submitted to and approved by the Local Planning Authority. The site shall be developed with separate systems of drainage for foul and surface water. The works shall be implemented in accordance with the approved scheme before the relevant phase is brought into use.

17 No development (save for any Advance Infrastructure and Enabling Works approved pursuant to condition x) shall commence within each phase (or part therein) of the outline element of the development (as defined by Dwg No: 1814-FCBS-00-00-DR-A-0001 P01)

until a quantitative wind tunnel assessment for the whole development, including the detailed development proposed for that phase, has been submitted to and approved in writing by the Local Planning Authority. Any necessary mitigation measures for the phase proposed to be developed considered necessary by the approved quantitative wind tunnel assessment shall be incorporated into the design of the scheme and constructed prior to occupation of that phase. Any necessary mitigation measures shall be retained as such thereafter.

18 No development (save for any Advance Infrastructure and Enabling Works approved pursuant to condition x) shall commence within each phase (or part therein) of the detailed element of the development (as defined by Dwg No: 1814-FCBS-00-00-DR-A-0001 P01) until a timetable for the implementation of the construction and operational wind mitigation measures set out in Section H6 of Chapter H: Wind Environment of the Environmental Statement (September 2017) and the landscape plans provided within the Design and Access Statement for that phase has been submitted to and approved in writing by the Local Planning Authority. The wind mitigation measures shall thereafter be implemented in accordance with the approved details.

19 No development (save for any Advance Infrastructure and Enabling Works approved pursuant to condition x) shall commence within each phase (or part therein) adjoining Hol Beck until a scheme has been submitted to and approved in writing by the Local Planning Authority detailing:

a means of crossing Hol Beck for pedestrians and cyclists and links into the wider footpath / cycle network which will serve that phase (or part therein)

b The timing of the provision of a)

Thereafter the approved scheme shall be implemented in accordance with the timescales set out within the approved scheme.

20 No development (save for any Advance Infrastructure and Enabling Works approved pursuant to condition x) shall commence within each phase (or part therein) adjoining the listed bridge on Hol Beck until a scheme for the restoration of the listed bridge over Hol Beck has been submitted to and approved in writing by the Local Planning Authority, which scheme will include a longstop date for completion of the restoration works and opening the bridge to public use, which date at the earliest will be the date of occupation of the development of the adjoining phase. The scheme shall be implemented in accordance with the approved details.

21 Finished (ground) floor levels and basement entrance thresholds for each phase (or part therein) are to be set in accordance with Table 9 of the submitted Flood Risk Assessment report. Any proposals for alternative finished floor levels shall be submitted to and approved by the Local Planning Authority at the reserved matters stage, supported by detailed assessments and modelling studies, as appropriate.

For Beck Court only: Flood resilience and/or resistance measures are to be implemented to minimise the entry of water, and/or reduce the damage in the unlikely event of flooding, to at least 300 mm above the finished (ground) floor level.

22 Prior to the commencement of works above the ground floor slab within each phase (or part therein), sample panels of all external walling and roofing materials and the external treatment of hard surfaced areas in respect of that phase shall be submitted to and approved in writing by the Local Planning Authority. The works shall be constructed in accordance with the approved details.

23 Prior to the commencement of works above the ground floor slab within each phase (or part therein), full 1 to 20 scale working drawing typical details of the following shall be submitted to and approved in writing by the Local Planning Authority for that building work:

- a Soffit, roof line and eaves treatments
- b Junctions between materials
- c Each type of window bay proposed
- d Ground floor frontages
- e The exact number and location of bays that house doors

The works shall be carried out in accordance with the details thereby approved.

24 Prior to the commencement of works above the ground floor slab within each phase (or part therein), full details of both hard and soft landscape works, including an implementation programme for that phase, shall be submitted to and approved in writing by the Local Planning Authority. The landscaping works shall be in accordance with the principles of the approved Design Principles Document and Design and Access Statement unless otherwise agreed in writing by the Local Planning Authority.

Hard landscape works shall include, where relevant:

- a proposed finished levels
- b boundary details and means of enclosure
- c other vehicle and pedestrian access and circulation areas
- d hard surfacing areas including samples to be made available on site prior to the commencement of their use, for the inspection of the Local Planning Authority who shall be notified in writing of their availability
- e minor artefacts and structures such as street furniture, visitor cycle stands and signs

Soft landscape works shall include, where relevant:

- a planting plans
- b written specifications (including soil depths, cultivation and other operations associated with plant and grass establishment)
- c schedules of plants noting species, planting sizes and proposed numbers/densities
- d details of tree pits, grilles, irrigation systems, underground root cells and soil volumes.

All hard and soft landscaping works shall be carried out in accordance with the approved details, approved implementation programme and British Standard BS 4428:1989 Code of Practice for General Landscape Operations. The developer shall complete the approved landscaping works and confirm this in writing to the Local Planning Authority prior to the date agreed in the implementation programme.

25 Prior to the commencement of works above the ground floor slab within each phase (or part therein), a plan shall be submitted to and approved in writing by the Local Planning Authority which includes details of integral bat roosting and bird nesting features (for species such as Grey Wagtail) within the walls of Hol Beck.

The agreed plan shall show the number, specification of the bird nesting and bat roosting features and where they will be located, together with a commitment to being installed under the supervision of an appropriately qualified bat consultant. All approved features shall be installed prior to first occupation of the site and retained thereafter.

26 Prior to commencement of works above the ground floor slab within each phase (or part therein), a Lighting Design Strategy For Bats shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall: a) Identify those areas/features on site within that phase that are sensitive for commuting and foraging bats to include the Hol Beck and any other water frontage areas where relevant b) Show how and where external lighting will be installed within that phase so that it can be clearly demonstrated that areas to be lit will not disturb commuting and foraging bats All external lighting shall be installed in accordance with the specifications and locations set out in the Strategy, and shall be maintained thereafter in accordance with the Strategy. Under no circumstances should

any additional external lighting be installed without prior consent from the LPA in the areas identified in the Strategy as sensitive for commuting and foraging bats.

27 Prior to the commencement of works above the ground floor slab within each phase (or part therein) that includes residential dwellings, a detailed acoustic assessment of buildings and a noise insulation scheme, including details of any necessary mechanical ventilation equipment for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be designed to protect the amenity of the residents of the proposed dwellings from noise from surrounding roads and rail, nearby mechanical plant, nearby late-night entertainment uses and any plant or equipment associated with the approved building. The noise insulation scheme for the development shall be designed to achieve internal noise levels in living spaces not exceeding 35dBLAeq and 30dBLAeq in bedrooms at night, with peak levels kept below 45dBLAmax. The approved scheme shall be implemented prior to occupation of the dwellings within the phase and retained thereafter.

28 Prior to the commencement of works above the ground floor slab within each phase (or part therein), an updated Sustainability Statement shall be submitted to and approved in writing by the Local Planning Authority for that phase, which will include a detailed scheme comprising where feasible:

- a recycled material content plan (using the Waste and Resources Programme's (WRAP) recycled content toolkit)
- a Site Waste Management Plan (SWMP)
- an energy plan showing the amount of on-site energy produced by the selected Low and Zero Carbon (LZC) technologies and that it produces a minimum of 10% of total demand, unless otherwise agreed in writing by the Local Planning Authority
- for residential buildings, details that demonstrate a minimum of 20% carbon dioxide emissions reduction against Part L of the 2013 Building Regulations
- for residential buildings the implementation of the low water usage target 110 litres/person/day, unless otherwise agreed in writing by the Local Planning Authority.
- for non-residential buildings, a construction stage pre-assessment to meet at least BREEAM Excellent standard the development of each phase shall be carried out in accordance with the detailed scheme approved for that phase, and
- Within 6 months of the final occupation of each phase a post-construction review statement shall be submitted to the Local Planning Authority including demonstration that the building(s) have achieved the relevant certification.

29 Prior to the commencement of works above the ground floor slab within each phase (or part therein), construction details of any proposed footway crossings along the site frontage, and details of the proposed method of closing off and making good any redundant accesses within that phase, shall be submitted to and approved in writing by the Local Planning Authority. Works shall be constructed in accordance with the approved details and be fully implemented prior to the first occupation of that phase of the development to the satisfaction of the Local Planning Authority.

30 Prior to the commencement of works above the ground floor slab within the Globe Arches and Globe Waterside areas of the site (or part therein) (as defined by Dwg No: 1814-FCBS-00-00-DR-A-0001 P01), the applicant shall undertake further site specific nitrogen dioxide diffusion tube monitoring for a minimum period of 6 months. The monitoring strategy and locations shall be agreed in advance with the Local Planning Authority. Prior to the occupation of the Globe Arches and Globe Waterside areas of the site (or part therein), details of any mitigation measures for the phase (or part therein) considered necessary by the monitoring study shall be submitted to and approved in writing by the LPA. The approved mitigation measures shall be implemented and retained as such thereafter.

31 The mitigation measures for the detailed scheme (as defined by Dwg No: 1814-FCBS-00-00-DR-A-0001 P01) as detailed within Section J6.0 of Chapter J: Air Quality of the Environmental Statement (September 2017) and Section 5.0 of the Supplementary Environmental Statement shall be carried out in accordance with a timetable to be submitted to and approved in writing by the Local Planning Authority prior to any works commencing above the ground floor slab of the relevant phase or (part therein).

32 Any soil or soil forming materials brought to site for use in garden areas, soft landscaping, public open space or for filling and level raising shall be tested for contamination and suitability for use. A methodology for testing these soils shall be submitted to, and approved in writing by the Local Planning Authority prior to these materials being imported onto site within each phase. The methodology shall include information on the source of the materials, sampling frequency, testing schedules and criteria against which the analytical results will be assessed (as determined by risk assessment). Testing shall then be carried out in accordance with the approved methodology. Relevant evidence and verification information (for example laboratory certificates) shall be submitted to and approved in writing by the Local Planning Authority prior to these materials being imported onto the site for each phase.

33 No external lighting shall be installed in a phase (or part therein) unless a scheme has previously been approved in writing by the Local Planning Authority for that phase. The scheme shall be installed and retained thereafter in accordance with the approved details or as otherwise agreed in writing by the Local Planning Authority.

34 Prior to the installation of any extract ventilation system or air conditioning plant within each phase (or part therein), details of such systems, including where relevant details of odour and smoke filtration for hot food uses, shall be submitted to and approved in writing by the Local Planning Authority. Any external extract ventilation system/air conditioning plant shall be installed and maintained in accordance with the approved details. The systems shall limit noise to a level at least 5dBA below the existing background noise level (L90) when measured at the nearest noise sensitive premises with the measurements and assessment made in accordance with BS4142:1997.

35 No building or obstruction, including landscape features, shall be located over or within agreed stand-off distances either side of the centre lines of the public sewers and water mains located within the site that have been submitted to and agreed with the Local Planning Authority in consultation with the statutory undertaker. If the required stand-off distances are to be achieved via diversion or closure of the pipes, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that the approved works have been undertaken prior to construction in the affected area.

36 No buildings within each phase (or part therein) of development shall be occupied until any vehicular site access to that phase has been implemented in accordance with the details approved or any alternative access arrangements submitted to and approved in writing by the Local Planning Authority.

37 Prior to the occupation of each phase (or part therein) of the development hereby approved, details of a Car Park and Servicing Management Plan (CPSMP) for that phase including the following provision where relevant to that phase shall be submitted to and approved in writing by the Local Planning Authority:

- a access security measures
- b pick-up drop off arrangements
- c servicing and delivery arrangements

- d disabled car parking spaces
- e non-residential staff cycle and motorcycle parking
- f non-residential car share spaces
- g non-residential electric vehicle charging points
- h residential cycle and motorcycle parking
- i residential electric vehicle charging points
- j car club spaces

Works shall be completed in accordance with the approved details for that phase prior to the first occupation of that phase. The phase of the development shall be operated in accordance with the approved CPSMP thereafter.

38 A detailed Travel Plan for each phase (or part therein) which is in accordance with the Framework Travel Plan (version 2-0) dated January 2018 and which finalises the measures to be put in place for the phase shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the phase. The Travel Plan for the development shall be progressed in accordance with the actions, management, programme and measures as set out in the Framework Travel Plan (version 2-0) dated January 2018. The Travel Plan shall be implemented in accordance with the stated timescales. The Travel Plan shall then be managed, implemented, monitored, reviewed and updated over the long term as one of the functions of the Management Company established for the site.

39 The hours of delivery to and from each of the non-residential premises (including refuse collection) shall be restricted to 08.00 to 20.00 Monday to Friday and 08.30 to 16.00 on Saturdays, with no activities on Sundays or Bank Holidays.

40 The use of each entertainment premises hereby approved shall not commence unless a scheme to control noise emitted from the premises have been approved in writing by the Local Planning Authority and installed as approved. The scheme shall provide that the LAeq of entertainment noise does not exceed the representative background noise level LA90 (without entertainment noise) and the LAeq of entertainment noise will be at least 3dB below the background noise level LA90 (without entertainment noise) in octaves between 63 and 125Hz when measured at the nearest noise sensitive premises. The approved scheme shall be retained thereafter.

41 Prior to first occupation of each phase (or part therein), details for the provision of bin stores (including siting, materials and means of enclosure) and (where applicable) storage of wastes and access for their collection shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented in full before the use commences and shall be retained thereafter for the lifetime of the development.

42 Prior to first occupation of each phase (or part therein), a grease trap shall be provided on the drainage outlet(s) from any food preparation area(s). The grease trap shall be retained at all times thereafter.

43 The remediation of the site shall be carried out in accordance with the approved Remediation Strategy (C6484A/RevB/RS) dated January 2018 or such variations as may subsequently be approved in writing by the Local Planning Authority. Prior to any phase (or part therein) being occupied, a validation report shall be submitted to and approved in writing by the Local Planning Authority, confirming that any remedial measures necessary in the approved remediation statement for that part of the site have been undertaken satisfactorily.

44 Surface water draining from areas of hard standing equal to or greater than 800 sqm and/or communal car parking area(s) of more than 49 spaces shall be passed through an oil interceptor or series of oil interceptors, prior to being discharged into any watercourse,

soakaway or surface water sewer. The interceptor(s) shall be designed and constructed to have a capacity compatible with the area being drained, shall be installed prior to the occupation of the phase (or part therein) of development and shall thereafter be retained and maintained throughout the lifetime of the development. Clean roof water shall not pass through the interceptor(s). Vehicle wash downs and detergents shall not pass through the interceptor.

45 Prior to the first occupation of each phase (or part therein), Flood Management Plans for the occupants and users of that phase (or part therein) shall be submitted to and approved in writing by the Local Planning Authority. The approved Flood Management Plan shall be implemented prior to occupation of the relevant phase.

46 Within the outline and detailed elements of the scheme combined, there shall be no more than 130,000sqm of floorspace (GEA).

47 Within the outline and detailed elements of the scheme combined, the scheme shall not exceed the following maximum gross external area (GEA) floorspace or unit levels at any time:

- a 750 residential units / 85,000 sqm (use class C3)
- b 70,000sqm office floorspace (use class B1)
- c 12,500sqm flexible town centre uses including retail (use class A1 – A5) and leisure (use class D2) uses
- d 7,000sqm community uses (use class D1)
- e 32,800sqm hotel floorspace (use class C1)
- f 500 car parking spaces

Each reserved matters submission shall include an up to date reconciliation table which identifies the cumulative total floorspace for and the floorspace/units proposed in the phase to monitor how the total floorspace and residential units which are being developed relative to the overall planning permission.

48 There shall be no more than 26,029sqm of floorspace (GEA) within the detailed element of the scheme as defined by Dwg No: 1814-FCBS-00-00-DR-A-0001 P01.

49 The Class A1 retail floorspace hereby permitted shall not exceed 1,499 square metres (GEA) unless otherwise agreed in writing by the Local Planning Authority.

50 Trees and shrubs dying or becoming diseased within 5 years of planting shall be replaced with a tree or shrub of the same size and species within the first available planting season following the loss of the tree or shrub.

51 In the event that remediation is unable to proceed in accordance with the approved remediation statement for a phase (or part therein) or should unexpected significant contamination be encountered, the Local Planning Authority shall be notified in writing immediately. A revised remediation statement shall then be submitted forthwith which deals with the situation for the approval of the Local Planning Authority. Works shall thereafter be carried out in accordance with the approved remediation statement.

Informatives - This development is a 'phased planning permission' for the purposes of the CIL Regulations (2010) as amended (Reg 2(1)). For avoidance of doubt a phase can be comprised of demolition works, site preparation works, and construction of one or more buildings, but does not include the laying of any estate roads.

Listed Building Consent is required prior to any works to the listed bridge over Hol Beck.

LEEDS & LIVERPOOL CANAL

WHARF APPROACH

DAVID STREET

FOUNDRY STREET

SAW MILL STREET

BUTCHER STREET

MARSHALL STREET

BACK DERWENT STREET

BECK COURT

BATH ROAD

SILVER STREET

GLOBE WATERSIDE

GLOBE ROAD

GLOBE SQUARE

HOL BECK

WATER LANE

WATER LANE

WATER LANE

GP.01
GP.02

GW.01
MBH: +170m AOD
MIN: +119m AOD

GW.02
MBH: +79m AOD

GS.01
MBH: +79m AOD

GS.03
MBH: +118m AOD
MIN: +98m AOD

GA.01
MBH: +79m AOD

GA.02
MBH: +68m AOD

BC.01
MBH: not to exceed existing building - 2g to north

BC.02
MBH: +68m AOD

BC.03
MBH: +65m AOD

XGL: +27.86m AOD
FGL: +27.86m AOD

XGL: +28.05m AOD
FGL: +28.05m AOD

XGL: +27.68m AOD
FGL: +27.68m AOD

XGL: +27.48m AOD
FGL: +27.48m AOD

XGL: +27.52m AOD
FGL: +27.52m AOD

XGL: +27.94m AOD
FGL: +27.94m AOD

- KEY**
- Application Boundary
 - Extent of Detailed Application
 - Detailed plot building outlines - note these are shown indicatively. See detailed drawings for information
 - AOD
 - MBH
 - MIN
 - XGL
 - FGL
 - Above Ordnance Datum
 - Maximum Building Height
 - Minimum Building Height
 - Existing Ground Level
 - Finished Ground Level
- Change in level subject to horizontal limit of deviation of +5m/-8m
Change in level subject to horizontal limit of deviation of +/-5m
Change in level subject to horizontal limit of deviation of +/-3.5m
- Existing building, no vertical limit of deviation
Highest max level
Lowest max level
Min horizontal dimension of change in level
- 0m 5m 25m 50m

The drawing on this page identifies the vertical extents of building envelopes

General note:
Scale is for reference only. Dimensions are not to be scaled from this drawing. All discrepancies in the drawing are to be reported to Foster Cheng Bailey Spence Ltd. Drawing only to be used for the CAD drawing. This drawing is copyright.

Vertical Limits of Deviation
SCALE: 1:200 @ A1

01

Original printed at A1

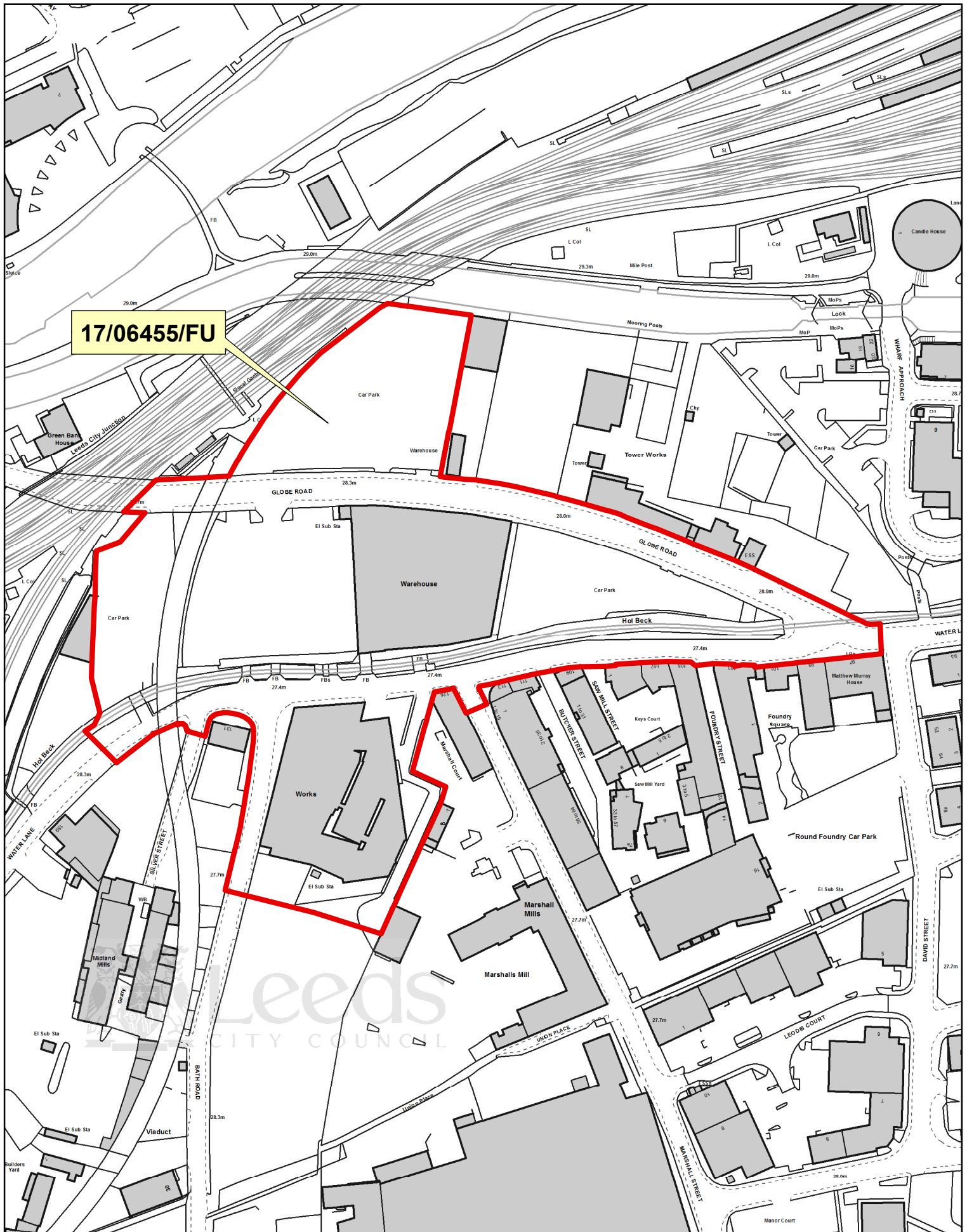
PO1 Issued for Planning
Amendment
LEEDS
Job Drawing No. Amendment
1814-FCBS-PP-00-04 PO1
Scale: 1:500 (1:1000 @ A3)
Date: Sept 2017
Drawn: Group AW
All dimensions to be checked on site

06/08/2017

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CITY PLANS PANEL

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PRODUCED BY CITY DEVELOPMENT, GIS MAPPING & DATA TEAM, LEEDS CITY COUNCIL

SCALE : 1/2000

