



Report of the Chief Planning Officer

CITY PLANS PANEL

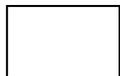
Date: 28th March 2019

Subject: UPDATE ON PRE-APPLICATION PRESENTATION (14TH FEBRUARY 2019) FOR RESERVED MATTERS (SCALE, APPEARANCE AND LANDSCAPING) FOR NEW MULTI STOREY CAR PARK AND IMPACT ON EXTANT OUTLINE PERMISSION AT QUARRY HILL PHASE 2 (SOYO), LEEDS. APP. REF. PREAPP/18/00525

PRE-APPLICANT: CADDICK DEVELOPMENTS LTD

Electoral Wards Affected:

Little London and Woodhouse



Ward Members consulted

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: This report is brought to Panel following Members consideration of this matter at City Plans Panel on 14th February. Members will be asked to consider and comment on the updated proposals.

1.0 Matter for consideration

1.1 This matter was the subject of a pre-application presentation on 14th February 2019 – the report for which is attached at Appendix 1 for ease of reference.

1.2 Members will recall that they were asked to comment on the following:

- the emerging reserved matters for the design of the multi-storey car park (MSCP);
- a non-material amendment to the original outline application which varied the accommodation matrix in respect of the number and use of spaces within the envelope of the approved MSCP; and
- the variation to the S106 agreement attached to the original outline permission such as to align the S106 agreement with additional spaces proposed in the MSCP.

- 1.3 Member's responses on these proposals were generally positive. However, on the issue of removal of the requirement to make available an additional 100 parking spaces for short stay use after 6pm (Question 4), Members expressed the view that they did not wish to see this obligation removed.
- 1.3 Since the Panel meeting on 14 February 2019, the developer's team has taken advice on this matter. In light of this, they are now prepared to retain this obligation – thereby ensuring that a minimum of 350 short-stay spaces would be available in the car park at 6pm. This is clearly a positive outcome, which means that the wording of the existing S106 agreement in this regard remains unchanged.
- 1.4 The original report (at Question 4) put the following question to Members: *“Do Members support the proposed amendments to the short-stay car parking restrictions?”* Members provided a negative response to this because of the proposed revision to the 6pm short-stay requirement.

In the light of the amendment to the proposal Members are now asked:

1. Do Members support the proposed amendments to the S106 Agreement?

- 1.5 In the original panel report (at Question 5), Members were asked the following question: *“If it is considered that the above position is acceptable, are Members satisfied that the Reserved Matters application for the MSCP, the Non-Material Amendment application and the associated Section 106 Agreement revisions can be dealt with under delegated powers?”*. Members provided a negative response to this. However, as this question was asked about all 3 elements of the proposal, it was not possible to disaggregate the response to each of these.
- 1.6 Given the fact that one matter which Members rejected (Question 4) has been removed from the proposal and the original Question 5 was not disaggregated, this matter is being brought back to Panel by agreement with the Chair.
- 1.7 Members are now asked to comment on the following:
- 2. Are Members satisfied that the Reserved Matters application for the MSCP, can be dealt with under delegated powers?**
 - 3. Are Members satisfied that the Non-Material Amendment application can be dealt with under delegated powers?**
 - 4. Are Members satisfied that the associated variations to the existing Section 106 Agreement can be dealt with under delegated powers?**

2.0 Summary of points for Members comments

2.1 Members are asked to comment on the following points:

- 1. Do Members support the proposed amendments to the S106 Agreement?**
- 2. Are Members satisfied that the Reserved Matters application for the MSCP, can be dealt with under delegated powers?**
- 3. Are Members satisfied that the Non-Material Amendment application can be dealt with under delegated powers?**
- 4. Are Members satisfied that the associated variations to the existing Section 106 Agreement can be dealt with under delegated powers?**

3.0 Background papers

3.1 Report for City Plans Panel (14 February 2019): PREAPP/18/00525

APPENDIX 1



Originator: Paul Kendall

Tel: 3783999

Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 14th February 2019

Subject: PRE-APPLICATION PRESENTATION FOR RESERVED MATTERS (SCALE, APPEARANCE AND LANDSCAPING) FOR NEW MULTI STOREY CAR PARK AND IMPACT ON EXTANT OUTLINE PERMISSION AT QUARRY HILL PHASE 2 (SOYO), LEEDS. APP. REF. PREAPP/18/00525

APPLICANT: CADDICK DEVELOPMENTS LTD

Electoral Wards Affected:

Little London and Woodhouse

Yes

Ward Members consulted

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: This report is brought to Panel for information. The Developer will be asked to present the emerging scheme to allow Members to consider and comment on the proposals.

1.0 INTRODUCTION:

1.1 This presentation is intended to inform Members of the emerging proposals by Caddick Developments Ltd for the reserved matters Application for appearance, scale and landscaping (the reserved matters) in relation to the Multi Storey Car Park (MSCP) on Phase 2 of the Quarry Hill development (now known as SOYO). Members will also be informed of the changes proposed to the existing Section 106 Agreement in respect of the operation of the car park which is being sought via a non-material amendment to the outline permission. The facility is proposed to increase from 578 vehicle spaces to 610 vehicle spaces with the café/restaurant unit

being reduced in size. The proposal also brings forward the public realm works in the vicinity of the MSCP building.

2.0 SITE AND SURROUNDINGS:

- 2.1 SOYO Phase 2 is part of the larger Quarry Hill development site which is the area of land which links Playhouse Square in the west, to Quarry House in the east. It currently consists of a mix of hard and soft landscaped areas with a central pathway containing steps and ramps with vacant and cleared sites to either side. The sites have vehicular access from the A64 York Road/Inner Ring Road to the north and from York Street to the south. The sites are currently used for surface car parking with approximately 417 vehicle spaces. The site that is subject of the proposed reserved matters application sits on the northern side of the east/west route and is accessed by vehicles from the A64 York Road.
- 2.2 To the west is the former West Yorkshire Play House, now Leeds Play House (LPH), and to the south is the Leeds College of Music (LCM) with its associated student residential tower and the Northern Ballet HQ. Historically, pedestrian access has been gained from the west using the set of pedestrian steps and ramp arrangement to Eastgate roundabout which is outside the application site. This area is currently part of a wider construction package where the new Leeds City College building, the Gateway Court public realm scheme and LPH works have commenced. A pedestrian bridge across the A64 to Mabgate is accessed from the north-eastern corner of Quarry Hill.

3.0 RELEVANT PLANNING HISTORY

- 3.1 The extant outline planning approval is for “mixed use redevelopment including A1, A3, A4 and A5 uses, offices (B1), hotel (C1), residential (C3), medical centre (D1), college (D1), student residential accommodation, multi storey car park, basement car parking, access and open space” app. ref. 14/06534/OT. The planning application was approved on 2nd November 2017 following completion of the associated Section 106 Agreement and remains extant.
- 3.2 Access and layout only were approved via the outline planning permission. Appearance, scale and landscaping were reserved matters.
- 3.3 The approved outline scheme contains:
- 792 (approx.) residential units (Blocks B, C, E and F) - of which approximately 280 units (Blocks B and C) could be used as student accommodation to provide 720 student bed spaces (approx.) as indicated in the approved matrix;
 - 7,120 sqm (76,641sqft) office as indicated in the approved matrix;
 - 2,300 sqm (24,070sqft) A3 (cafes restaurants), A4 (bars) and A5 (take-aways) as indicated in the approved matrix;
 - 700 sqm A1 retail;
 - 1,200 sqm D1 medical centre;
 - 6,000 sqm education use (to replace approx. 110 flats or 280 student residential units in Building B); and
 - 894 car parking spaces in total to be provided in 2 levels of basement beneath Buildings C, D, E and F, a single basement level beneath Building B and the MSCP (578 spaces) as indicated in the approved matrix.
- 3.4 The Section 106 Agreement provides for the following obligations:

- a) Requirement for public access to, and maintenance of, all routes through the scheme and public spaces.
- b) Affordable Housing:
 - i) A financial contribution for the first phase (Private Rented Sector - PRS) of development (Block E and F) of £1,840,348.
 - ii) This sum to be increased by £926,142 should units subsequently be sold on the open market.
 - iii) For any subsequent residential development on site, Affordable Housing to be 5% of the total number of units to be provided on site, 40% of these to meet the needs of households on the lower quartile of earnings and 60% of these to meet the needs of households on the lower decile of earnings.
- c) Travel Plan initiatives:
 - i) £34,000 for free trial car club membership package for residents and staff
 - ii) Provision of 3 no. car club parking spaces
 - iii) £10,210 Travel Plan Review fee
- d) Up-grading of bus stop on York Road to include real time display (£20,000)
- e) Money for off-site highway works £213,765 – for improvements to junctions and crossings
- f) Safety improvement works to the footbridge over the A64(M) (£50,000)
- g) Local Employment Initiatives

3.5 Further, the Section 106 Agreement contains the following obligations for use of the MSCP:

- h) Management and pricing strategy for the MSCP, requiring that the MSCP would have 578 spaces, with 78 spaces to be for use by occupiers of commercial and residential elements within the proposed development (development related spaces).

In respect of the remaining 500 spaces these are to be used as follows:

- A minimum of 250 spaces available for short-stay parking at all times.
- No use of short-stay parking between 0630 and 0930am and no more than 5 continuous hours in any single parking session before 1300.
- The remainder of the spaces (up to 250) will be used for contract/season ticket parking, Monday-Saturday.
- A guaranteed 350 short-stay spaces will be available after 1800 for LPH patrons (i.e. 100 additional spaces to be available for short-stay after 1800 provided on spaces vacated by the contract space users).

A Car Park Management Plan shall be produced which controls a pricing policy, to be reviewed periodically to ensure the car park remains short-stay and does not become entirely long-stay as a result of customers being willing to pay for long-stay parking.

3.6 The outline planning approval is subject to 41 planning conditions, which were framed to reflect that development of the wider SOYO site is to be progressed in phases. The conditions are worded to enable each phase to progress independently, subject to compliance with the relevant 'phase specific' requirements and adherence to the wider global outline planning conditions.

- 3.7 Members were keen to ensure that the MSCP was provided as early as possible in the phasing of the development. Accordingly, a condition (Condition 41) was included on the outline permission which stated the following:

C41. The submission of each reserved matters application after the first phase, (i.e. from the second reserved matters submission onwards) which does not include the MSCP shall include a review of the public car parking provision on the site and a statement setting out the reasons why the MSCP is not needed as the next phase of development.

R41. The Local Planning Authority is mindful of the requirement to maintain a minimum level of public car parking on site throughout the construction of the development given the phased nature of the proposal and the sites existing use as a public car park. It is therefore considered necessary to test the need for public car parking at each phase until the point when the MSCP is eventually constructed.

- 3.8 A Reserved Matters application was subsequently submitted on 9th November 2017 in relation to the Phase 1 development of Blocks E and F. This application (for appearance, scale and landscaping) was for 515 Private Rented Sector residential units and ancillary accommodation together with Class A3 use and the provision of public realm areas within the Phase 1 area of the Quarry Hill site pursuant to outline planning permission reference 14/06534/OT. The Reserved Matters application was approved on 14th May 2018 app. ref. 17/07206/RM.

4.0 PROPOSAL

- 4.1 The proposals are two-fold and as follows:
- (i) for the Reserved Matters for SOYO Phase 2 - Block A which is the MSCP, approved as part of the outline planning approval; and
 - (ii) for a non-material amendment to the outline approval requiring changes to the Section 106 agreement.

These are described below.

- 4.2 Reserved Matters application - Appearance, Scale and Landscaping of the MSCP:
The general layout and location of the MSCP was approved at outline stage and the Reserved Matters is for the detailed design which is within those parameters. The MSCP has been designed with a 'stepped' façade facing the central boulevard on the approach to Quarry House and the open space immediately to the south, referred to as Centenary Square. This incorporates a fully glazed entrance lobby at ground level providing a secure location for arrival/departure and ticketing, along with two passenger lifts and enclosed escape stairs.
- 4.3 Vehicular access to the MSCP is from the northern elevation with egress via the western elevation, which has been relocated slightly further south than the original scheme. Service access for the MSCP and A3 unit with associated vehicle manoeuvring, is provided by the turning head and facilities on the eastern side of the building. A secondary escape stair and firefighting lift is located on the north-eastern corner which will only be used in case of emergency.
- 4.4 The carpark will contain 32no. disabled car parking spaces of which some will be Electric Vehicle Charging (EVC) enabled. In total, 25no. EVC spaces will be created initially, with a further 17 spaces 'cable enabled' for potential future use.

- 4.5 The design concept is for a simple building form defined by a strong base and a lighter upper decorative screen to the parking areas. The upper screen is a series of perforated panels which, when viewed close up, appear to have a random pattern. However, when viewed from a distance, these join together to form a large scale diamond motif over 2 levels in height. The panels are proposed to be of metal and have a bronze/gold metallic finish. The lower plinth level screens are also perforated, with a vertical pattern which relates directly to the pattern of holes in the panels above and is a dark grey matt finish to provide a strong contrast to the lighter screen above.
- 4.6 The façade is designed to ensure correct levels of natural ventilation are provided to the internal floorplates whilst also providing suitable screening to the internal structure and managing external light spillage, given that there are occupied buildings to the west (residential) and east (offices). Details of this method of screening will be provided at the reserved matters application stage. During daylight hours, the solid elements of the structure/pattern will predominate, whilst at night time the patterns and transparency created by the back-lighting of the perforations in the decorative screens will emerge.
- 4.7 The plinth proposes to incorporate an A3 café unit facing onto Centenary Square to provide life and activity. The shopfront surrounds are proposed to be developed in an aluminium panel system to match with the plinth.
- 4.8 The principle of the hard and soft landscape works for SOYO Phase 2 will follow the approach adopted with the neighbouring SOYO Phase 1 (Blocks E and F). The high quality landscape/public realm associated with each phase has been designed to ensure that it can function exclusively as part of the phase, but integrate with the full SOYO public realm as future phases come forward with their associated public realm works. Details images of the landscaping will be provided as part of the presentation.
- 4.9 A Transport Addendum is being prepared, which will accompany the reserved matters application to identify the transport implications of the proposed changes to the MSCP. This is intended to confirm that the amendments proposed to the approved parameters of the outline permission and the Section 106 Agreement will not create any significant transport impacts compared to the type and scale of development previously assessed and deemed acceptable.
- 4.10 Non-Material Amendment - Revisions to the outline permission and Section 106 Agreement
The outline approval established general development parameters. Now that detailed design work has been carried out, there are some amendments proposed to the original outline approval and its associated Section 106 Agreement. The amendments will not increase the overall quantum of development or the associated parking provision approved by the outline permission.
- 4.11 The following changes are proposed to the car park layout plan:
- The relocation of 32 parking spaces from the basement of Block B to the MSCP, which will increase the total number of spaces from 578 to 610. These spaces would be used to service the development (rising from 78 up to 110 spaces). Accordingly Block B is proposed to reduce by 32 spaces, from 100 down to 68.

- The level of A3 floorspace indicated in the MSCP ground floor at outline stage was 400m². This is proposed to be reduced to 140m².

4.12 Procedurally, the matrix of accommodation and layout plan approved at outline stage would need to be amended to reflect these changes and this would be done through the submission of a non-material amendment application.

4.13 Following from the above, changes are also required to the Section 106 Agreement and therefore a deed of variation is proposed to:

- (i) align the Agreement with the fact that an additional 32 vehicle spaces are to be provided; and
- (ii) introduce changes to the approved short-stay car parking restrictions which are to be included as part of the “Car Park Management Plan”(as required by the Section 106 Agreement).

4.14 The changes to the short-stay car parking restrictions are set out below. The applicant advises that these have been developed in line with comparable MSCPs in the vicinity of the site, including Victoria Gate:

- Removal of the restriction on the 250no. short-stay parking spaces so that these are no longer closed for public use between the hours of 0630 and 0930
- Removal of the restriction to no more than 5 continuous hours in any single parking session before 1300.
- Removal of the post 1800 requirement to release 100 of the 250no. contract spaces to provide a total of 350no. evening vehicle spaces.

4.15 To encourage appropriate use of the 250 short-stay parking spaces proposed within the MSCP, it is proposed to maintain the Section 106 obligation which requires agreement to an effective short-stay pricing structure – to be outlined in the Car Park Management Plan. It is envisaged this approach will encourage use of these spaces for only short-stay parking and is consistent with the approach agreed for the Victoria Gate MSCP.

4.16 The applicant has stated that the 110no. development related parking spaces would only be sold or leased to residents and occupiers of the SOYO development. However, as it is proposed that the MSCP is to be completed prior to completion of the blocks on the south of the SOYO site (Block B-D), there may be a time following occupation that not all of these development related spaces will be required for development users. Should this be the case, the applicant has stated that these parking spaces would not be used as additional contract or long-stay parking for non-development users. Instead, these spaces would only be utilised for additional public short-stay parking, in full accordance with the principles outlined for the permanent short stay parking provision.

4.17 The use of the contract car parking and development car parking spaces will be controlled by an Automatic Number Plate Recognition system, with only authorised vehicles allowed to enter the MSCP.

5.0 RELEVANT PLANNING POLICIES

5.1 Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of decision making for

this proposal, the Development Plan for Leeds currently comprises the following documents:

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

5.2 Leeds Core Strategy (CS)

The adopted CS sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district. The most relevant policies are set out in the paragraphs below:

Spatial Policy 1: Location of Development prioritises the redevelopment of previously developed land within the Main Urban Area, prioritising urban regeneration and taking advantage of existing services and high levels of accessibility.

Spatial Policy 3: Role of Leeds City Centre seeks to maintain and enhance the role of the City Centre as an economic driver for the District and City Region through a number of criteria. These criteria include 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 8: Economic Development Priorities supports a competitive local economy through promoting the development of a strong local economy through enterprise and innovation, job retention and creation, promoting the need for a skilled workforce, educational attainment and reducing barriers to employment opportunities, and by supporting training/skills and job creation initiatives via planning agreements.

Spatial Policy 11: Transport Infrastructure Investment sets out a series of spatial priorities for the delivery of an integrated transport strategy for Leeds. One priority is related to improved facilities for pedestrians to promote safety and accessibility, particularly connectivity between the edges of the City Centre and the City Centre.

Policy CC1: City Centre Development sets out the planned growth within the City Centre, including for 10,200 new dwellings, including office growth. Part B encourages residential development, provided that all other town centre uses are supported in the City Centre and the use does not negatively impact on the amenity of neighbouring users.

Policy CC3: Improving Connectivity between the City Centre and Neighbouring Communities sets out the requirement to improve routes connecting the City Centre with adjoining neighbourhoods and improve connections within the City Centre through developer contributions.

Policy P10: Design requires new development to be based on a thorough contextual analysis to provide good design appropriate to its scale and function. New development is also required to deliver high quality inclusive design. Policy P10 sets out a series of key design principles (i to vi) for new development, in relation to size, scale, design, layout, existing assets, amenity and accessibility.

Policies T1: Transport Management and Policy T2: Accessibility Requirement and New Development identify transport management measures and accessibility measures to ensure new development is adequately served by highways and public transport, and provides safe and secure access for pedestrians, cyclists and people with impaired mobility.

Policy G5 sets out the requirement for open space provision in commercial and mixed use developments

Policies EN1 and EN2 set out the sustainable construction and on-going sustainability measures for new development. It establishes targets for CO2 reduction and requires at least 10% low or zero carbon energy production on-site.

Leeds Unitary Development Plan Review 2006 (UDPR) Saved Policies

The site lies within the designated City Centre. Saved policies that are relevant to this scheme are:

- Policy GP5 which states that all relevant planning considerations are to be resolved;
- Policy BD2 which requires that new buildings complement and enhance existing skylines, vistas and landmarks; and
- Policy BD5 which requires that new buildings consider both their own amenity and that of their surroundings, including usable space, privacy and satisfactory daylight and sunlight.

Leeds Natural Resources and Waste DPD

The Natural Resources and Waste Development Plan Document sets out where land is needed to enable the City to manage resources, e.g. minerals, energy, waste and water over the next 15 years, and identifies specific actions which will help use natural resources in a more efficient way.

Relevant Supplementary Planning Guidance:

SPD Building for Tomorrow Today: Sustainable Design and Construction

SPD Street Design Guide

City Centre Urban Design Strategy

SPD Parking

Draft Site Allocations Submission Plan (SAP)

This site has been identified for mixed use development containing offices and residential (Site MX2-23).

In May 2017, the Council submitted the SAP to the Secretary of State for independent Examination. The SAP is at a highly advanced stage as the Inspector has issued proposed Main Modifications which are currently subject to public consultation. Where no Main Modification is proposed in relation to an allocation, the SAP can be afforded significant weight. The allocation of this site is not affected by any of the outstanding work being progressed on the SAP.

National Planning Policy Framework (NPPF) July 2018

The Framework sets policies on the following issues which are relevant to this proposal (including section numbers):

- Paragraph 2 Achieving sustainable development
- Paragraph 4 Decision making
- Paragraph 6 Building a strong competitive economy
- Paragraph 7 Ensuring the vitality of town centres
- Paragraph 9 Promoting sustainable transport

- Paragraph 11 Making effective use of land
- Paragraph 12 Achieving well designed places
- 14 Meeting the challenge of climate change and flooding

6.0 CONSULTATION RESPONSES

6.1 Highways Development Services: There would be no objection in principle, subject to the issues as indicated below being addressed satisfactorily.

Red Line Boundary / Highway Boundary / Retaining Walls / Adoption Issues:

- the access road and footways need to be built to adoptable standards;
- speed limit restricted to 20mph which should be indicated on a plan before the application is approved; and
- cost of road markings, signage and appropriate speed limit Orders to be fully funded by the developer.

Vehicular Access, Accessibility, Internal Layout / Servicing / Bins:

- the proposed access is acceptable;
- the footways and informal crossing points proposed are acceptable;
- LCC refuse vehicle tracking will be required for the turning head; and
- the layout of the MSCP should comply with IStructE guidance.

Parking:

- guidance on Electric Vehicle Charging (EVC) has been recently revised; 1 EVC per 25 spaces and 1 enabled bay per 25 spaces is required. Any element of parking for residential needs to have 1/allocated space or 1/10 spaces if these are unallocated. The proposal for EVC charging spaces should meet policy;
- EVC parking spaces width need to be wide enough to allow easy use of charging equipment;
- the level of provision for motorcycles spaces should meet policy;
- the proposed disabled parking provision is acceptable; and
- the relocation of 32 development car parking spaces to the MSCP is acceptable.

Section 106 Agreement:

- the proposed amendments to the short-stay parking definition, and the use of an agreed pricing structure to maintain parking as short-stay provision is in principle acceptable. This is consistent with the operation of the Victoria Gate Short Stay Car Park;
- evidence is required that there is sufficient alternative car parking and the proposed reduction in public car parking after 1800 would not result in a shortfall in provision in the evenings; and
- within the Car Park Management Plan, a minimum pricing structure would need to be agreed to be applied at the point of first opening the facility, with monitoring of use reported to LCC and any future revised pricing to be agreed with LCC.

7.0 ISSUES

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

7.2 Principle of the development

The principle of providing a MSCP and its early delivery has already been established by the outline planning permission and is acceptable.

7.3 Appearance, Scale and Landscaping

The general layout and location of the MSCP was approved at outline stage and the proposal develops the detailed design within those outline parameters. The MSCP has been designed with a 'stepped' façade, facing both Centenary Square and the central boulevard on the approach to Quarry House. This creates a facade which address the open space and creates visual interest.

7.4 The original design concept of a simple building form defined by a strong base and the principle of a lighter upper decorative screen to the parking areas has been maintained. The appearance of the screening material and mechanism is considered to be of high quality and will provide an attractive appearance. This is also the case at night when the lighting scheme and the natural lighting that will come from within the car park will add an extra dimension to the physical appearance. This is supported by the images which will be shown to Members as part of the presentation.

7.5 The façade is designed to ensure the correct level of natural ventilation is provided to the internal floorplates, whilst also putting in place suitable screening to the internal structure and managing external light spillage. This is a simple and well considered solution and Officers consider it to be acceptable.

1. Do Members agree that the appearance of the car park is acceptable?

7.6 The principle of the hard and soft landscape works for this phase will follow the approach adopted with SOYO Phase 1. The landscape and public realm associated with each phase has been designed to ensure that it can function exclusively as part of the phase but integrate with the full SOYO public realm as future phases come forward. Accordingly, the phase specific hard and soft landscape works will provide for permanent public realm associated with the direct curtilage of the proposed building and, where necessary, temporary public realm will be provided beyond this to ensure a suitable interim public realm is provided before final completion.

2. Do Members support the approach to the landscaping around the MSCP?

7.7 Amendments to car park numbers

The applicant is proposing amendments to the number and use of spaces within the envelope of the approved MSCP. The outline approval established general development parameters and the proposed amendments reflect post outline approval design development and greater efficiencies within the internal layout. The amendments, as set out above, would not increase the overall quantum of development and associated parking provision proposed within the SOYO site approved by the outline permission. Therefore, these amendments will still sit within the overall outline parameters approved.

3. Do Members support the proposed amendment to the number of spaces proposed in the MSCP?

7.8 Amendments to Section 106 Agreement

A deed of variation is proposed to the Section 106 Agreement that accompanies the outline planning approval to align the agreement with the additional spaces proposed in the MSCP as highlighted above.

- 7.9 To encourage appropriate use of the 250 short-stay parking spaces proposed within the MSCP and remove the inability to access these spaces between 6:30am and 9:30am, it is proposed to maintain the Section 106 obligation to agree an effective short-stay pricing structure to encourage short-stay use and actively discourage long-stay use.

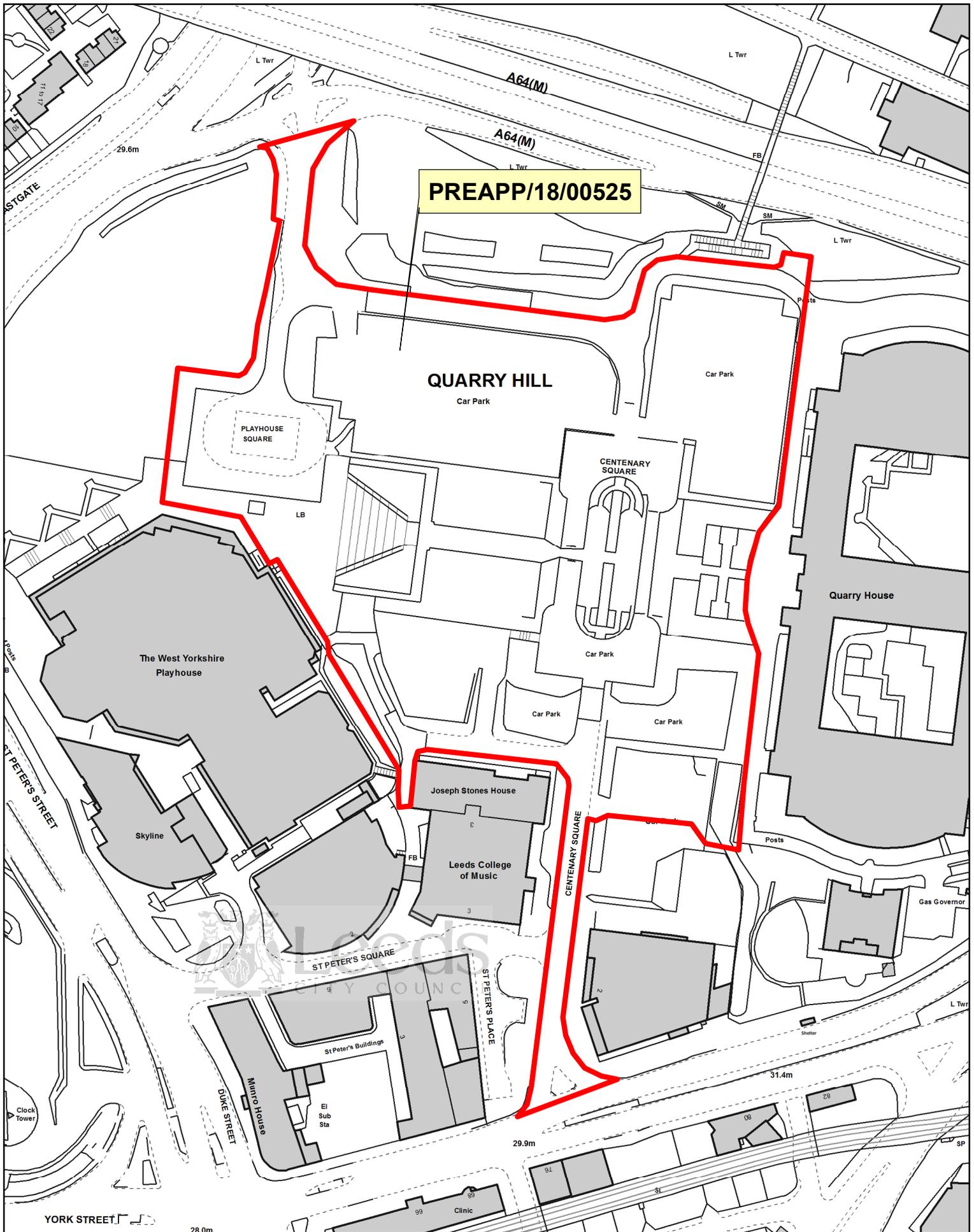
It is envisaged that this approach will encourage these spaces to only be used for short-stay parking and is consistent with the approach agreed with the Council for the recently-opened Victoria Gate short-stay MSCP. A pricing policy, which can be reviewed periodically, will make sure the 250 spaces remain as short-stay and do not become entirely long-stay due to customer's willingness to pay for long-stay parking. This is considered to be acceptable and aligns with the objective of the original Section 106 Agreement.

- 7.10 In respect of the removal of the requirement to provide an additional 100no. spaces after 1800 - firstly, it is likely that more than 250no. short stay spaces should usually be available to serve the LPH after 1800 due to the fact that a proportion of the 250 contract/season ticket parking will have left by this time. What has changed since the outline approval was granted is that the Victoria Gate MSCP has opened and this provides 803 spaces. This also has preferential evening short-stay provision (currently £3 after 1700). In addition this car park is very well placed to serve the LPH and this is even more likely to be the case as the theatre complex is currently undergoing transformative works to provide a new entrance oriented to St Peter's St, facing directly over the road to the Victoria Gate facility. The car park and the new LPH entrance are at the same level and a new wider and less encumbered pedestrian crossing facility has already been installed to facilitate the easy movement of LPH patrons.

- 7.11 Caddick Developments Limited has confirmed that it has engaged with local Quarry Hill stakeholders and they report the response has been that the proposed reduction in evening spaces would be negligible, when considered in conjunction with the provision available in Victoria Gate. The circumstances in the area have clearly changed and evidence is being gathered to show that there are adequate spaces in the area to accommodate the loss of the additional 100 spaces within the SOYO MSCP after 1800. In addition, the proposal to use the 110 development spaces for short-stay use until the other phases of development come forward is acceptable and means that, in the interim, there would be a minimum of 360 short stay spaces available after 1800 each day.

- 7.12 A Transport Addendum has been submitted as part of the pre-application submission, which accounts for the new MSCP proposals, together with the associated amendments to the outline approved matrix of uses and Section 106 Agreement outlined above. This confirms that these changes will not create any significant adverse transport impacts compared to the type and scale of development that has previously been assessed and deemed acceptable as part of the outline approval.

- 7.13 Highways Development Services broadly agree with this conclusion subject to evidence being provided of the use of the surrounding car parks in the area during the evening period.



CITY PLANS PANEL

