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**Report of the Chief Planning Officer**

**CITY PLANS PANEL**

**Date: 29 August 2019**

**Subject: PREAPP/19/00161- Preapplication presentation for full planning permission for a 14 storey hotel (Use Class C1) with associated ancillary restaurant and small scale conferencing uses at land between the Eastgate Roundabout, Dyer Street and the A61 to the east of the Victoria Gate multi storey car park, Leeds, LS2 7JL.**

**Developer- Hammerson UK PLC**

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**Electoral Wards Affected:**

**Little London & Woodhouse**

**Specific Implications For:**

Equality and Diversity

Community Cohesion

Narrowing the Gap

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

**1.0 INTRODUCTION:**

1.1 This presentation is intended to inform Members of the emerging proposals to seek full planning permission for a 14 storey hotel development (with associated ancillary uses) within the Victoria Gate estate. The scheme is brought to City Plans Panel at an early stage to allow Panel to make comments to inform progression of the scheme. In addition, the proposals are presented to Panel as the development involves investment in a site at the east of the Victoria Gate multi storey car park, which is a significant location within Leeds City Centre.

**2.0 SITE AND SURROUNDINGS:**

2.1 The site is currently in use as a temporary surface car park (consented under planning application 14/04438/FU – see paragraph 4.1 below) linked to the Victoria Gate multi storey car park. The area is close to St Peters Street, Dyer Street,

Eastgate and the Eastgate roundabout. The site is also within the setting of the Grade II Listed former petrol filling station on the roundabout and in long views along St Peters Street of the Grade I Listed Leeds Minster.

- 2.2 The site is bound by the culverted Lady Beck and the retained protected New Generation Transport route to the west side. To the north, south and east side there are upgraded public footways with carriageway beyond.

### **3.0 PROPOSAL:**

- 3.1 The emerging proposed development seeks to create a 205 bed hotel across 14 floors (Use Class C1). Some 180 sq metres of conference space would be provided at first floor level, with associated meetings rooms of some 42 sq metres and 24 sq metres. At ground floor and mezzanine level approximately 148 sq metres of restaurant space, an entrance lobby and bar lounge (Use Class A3 and A4) are proposed. These uses would be ancillary to the main use of the building as a hotel.
- 3.2 A digital screen for the purposes of advertisement display is also proposed to be integrated into the façade of the proposed building in a location yet to be agreed.
- 3.3 Externally the area to the west of the building, which lies above the culverted Lady Beck will be laid out as a pedestrian route and servicing area and will be hard landscaped, as well as greened, where possible, with areas of soft landscaping. To the eastern side of the site there is an opportunity to introduce further green/soft landscaping in the semi-circle of land that would remain undeveloped adjacent to the new building.

### **4.0 RELEVANT PLANNING HISTORY:**

- 4.1 Planning approval was granted for the Victoria Gate multi storey car park, including a temporary external surface car park (for 51 spaces) on the site in question on 25 February 2015 under planning reference 14/04438/FU. The temporary surface car park was limited to 5 years operation only under Condition 32 of this planning permission. Hence, the use as a temporary external surface car park is due to expire in February 2020.

### **5.0 HISTORY OF NEGOTIATIONS:**

- 5.1 The proposals have been the subject of pre-application discussions between the Developer, their Architects, and Local Authority Officers since April 2019. These discussions have focused on the use of the building, scale, massing and design, key view of the development, its relationship to nearby heritage and non-heritage buildings, drop-off and pick-up arrangements, servicing arrangements, public realm and connectivity and appearance as well as highway safety issues in respect of the digital screen.

### **6.0 CONSULATION RESPONSES:**

- 6.1 **Highways** state that servicing, refuse collection and drop off is proposed in the space between the hotel and MSCP, the southerly half of the area is identified for drop off and pick up of customers, whilst the northern section will be used by service and delivery vehicles. Tracking has been provided to show most vehicles can u-turn within the space, large refuse vehicles will need to do a reversing manoeuvre to complete the turn. The Transport Scoping Note states the intention to limit the size

of refuse vehicles to those which can u-turn, however space is available should a large vehicle ultimately be used.

Drop off by private hire, hackney cabs and private vehicle has been allowed for within the space between the hotel and the car park, its capacity for expected demand will be assessed. A layout of the area needs to encourage vehicles to circulate clockwise to maximise stacking distance should a queue develop.

The proposals show a blockage to pedestrians in the form of planters across the northern end of the space between the hotel and car park. The route along the hotel frontage would be a pedestrian desire line from the bus station to the Eastgate / Bridge Street area.

6.2 **Flood Risk Management** state that the site is located within Flood Zone 3, therefore the finished floor levels will need to be in accordance with the Council's Minimum Development Control Standards (MDCS) for Flood Risk. In addition the drainage system will need to be designed for the 100 year plus 40% for climate change.

6.3 **Local Plans** state that the proposal is for a main town centre use. Whilst the site is located within the proposed Primary Shopping Area within the Site Allocations Plan, this does not restrict development to retail uses. As such, it is considered that the development of a hotel (and associated restaurant and gym) is acceptable within this location.

## 7.0 **RELEVANT PLANNING POLICIES:**

7.1 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.

7.2 The Development Plan for Leeds currently comprises the following documents:

1. The Leeds Core Strategy (Adopted November 2014)
2. Saved Leeds Unitary Development Plan Policies (Reviewed 2006), included as Appendix 1 of the Core Strategy
3. The Natural Resources & Waste Local Plan (NRWLP, Adopted January 2013) including revised policies Minerals 13 and 14 (Adopted September 2015).
4. Aire Valley Leeds Area Action Plan (Adopted November 2017)
5. Any Neighbourhood Plan, once made.

### 7.3 Core Strategy

7.4 The Core Strategy sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district. Relevant Core Strategy policies are as outlined below.

7.5 Spatial Policy 1: Location of Development states that;

- (i) The majority of new development should be concentrated within urban areas taking advantage of existing services, high levels of accessibility and priorities for urban regeneration and an appropriate balance of brownfield and greenfield land.
- (ii) Redevelopment of previously developed land is to be prioritized in a way that respects and enhances the local character and identity of places and neighbourhoods

(iv) To prioritise new office, retail, service, leisure and cultural facilities in Leeds City Centre and the town centres across the district, maximising the opportunities that the existing services and high levels of accessibility and sustainability to new development

(v) To promote economic prosperity, job retention and opportunities for growth

7.6 Spatial Policy 3: Role of Leeds City Centre states that the importance of the City Centre as an economic driver for the District and City Region will be maintained and enhanced by:

(i) Promoting the City Centre's role as the regional capital for major new retail, leisure, hotel, culture and office development;

7.7 Spatial Policy 8: Economic Development Priorities states that a competitive local economy will be supported through:

(iii) Job retention and creation, promoting the need for a skilled workforce, educational attainment and reducing barriers to employment opportunities.

(vi) Supporting training / skills and job creation initiatives via planning agreements linked to the implementation of appropriate developments given planning permission.

(vii) Developing the city centre and the town/local centres as the core location for new retail and office employment and other main town centre uses.

7.8 Policy CC1: City Centre Development states that;

(iv) Supporting services and open spaces and improvements to the public realm.

7.9 Policy EN1: Climate Change – Carbon Dioxide Reduction states that all developments of over 1,000 square metres of floorspace, (including conversion where feasible) whether new-build or conversion, will be required to:

(i) Reduce total predicted carbon dioxide emissions to achieve 20% less than the Building Regulations Target Emission Rate until 2016 when all development should be zero carbon; and,

(ii) Provide a minimum of 10% of the predicted energy needs of the development from low carbon energy.

7.10 Policy EN2: Sustainable Design and Construction states that to require developments of 1,000 or more square metres or 10 or more dwellings (including conversion) where feasible) to meet at least the standard set by BREEAM or Code for Sustainable Homes as shown in the table below. A post construction review certificate will be required prior to occupation.

7.11 Policy P10: Design states that:

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

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

7.12 Policy P11: Conservation states that development proposals will be expected to demonstrate a full understanding of historic assets affected. Heritage statements assessing the significance of assets, the impact of proposals and mitigation

measures will be required to be submitted by developers to accompany development proposals.

- 7.13 Policy P12: Landscape states that;  
The character, quality and biodiversity of Leeds' townscapes and landscapes, including their historical and cultural significance, will be conserved and enhanced to protect their distinctiveness through stewardship and the planning process
- 7.14 Policy G5: Open Space Provision in the City Centre  
Within the City Centre, open space provision will be sought for sites over 0.5 hectares as follows:  
(i) Commercial developments to provide a minimum of 20% of the total site area
- 7.15 Policy T1: Transport Management Policy T1: Transport Management states that support will be given to the following management priorities:  
(i) Develop and provide tailored, interactive, readily available information and support that encourages and incentivises more sustainable travel choices on a regular basis.  
(ii) Sustainable travel proposals including travel planning measures for employers.  
c) To support wider transport strategy objectives for sustainable travel and to minimise congestion during peak periods.
- 7.16 Policy T2: Accessibility Requirements and New Development states that new development should be located in accessible locations that are adequately served by existing or programmed highways, by public transport and with safe and secure access for pedestrians, cyclists and people with impaired mobility.
- 7.17 Leeds Unitary Development Plan Review Retained Policies  
Policy BD2 (Design and siting of new buildings)  
Policy BD4 (Mechanical plant and service areas)  
Policy BD5 (All new buildings and amenity)  
Policy GP5 (All planning considerations)  
Policy LD1 (Landscaping)  
Policy CC2 (City Centre boundary)
- 7.18 Leeds Natural Resources and Waste DPD 2013 including revised policies Minerals 13 and 14 (Adopted September 2015).
- 7.19 The Natural Resources and Waste Local Plan was adopted by Leeds City Council on 16th January 2013. The Natural Resources and Waste Development Plan Document (Local Plan) is part of the Local Development Framework. The plan sets out where land is needed to enable the City to manage resources, like trees, minerals, energy, waste and water over the next 15 years, and identifies specific actions which will help use natural resources in a more efficient way. Relevant policies include:  
Air 1: Management of air quality through new development  
Water 6: Flood risk assessments  
Water 7: Surface water run-off  
Land 1: Contaminated land
- 7.20 National Planning Policy Framework (NPPF)
- 7.21 The National Planning Policy Framework (NPPF) was revised and adopted in February 2019 and sets out the Government's planning policies for England and how these should be applied.

- 7.22 Paragraph 110 of the NPPF states that priority should be given to pedestrian and cycle movements; the needs of people with disabilities and reduced mobility addressed; creation of safe, secure and attractive spaces; allow for the efficient delivery of goods; and be designed to enable use by sustainable vehicles.
- 7.23 Paragraph 124 of the NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process
- 7.24 The NPPF clearly identifies the importance of well-designed places and the need for a consistent and high quality standard of design. Paragraph 127 states that decisions should ensure that developments:
- a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
  - b) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
  - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
  - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
  - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
  - f) Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 7.25 Paragraph 192 of the NPPF states that in determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. Considering potential impacts
- 7.26 7.26 Paragraph 193 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 7.27 Paragraph 196 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

- 7.28 Paragraph 197 of the NPPF states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly 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.
- 7.29 Supplementary Planning Documents
- 7.30 Building for Tomorrow Today: Sustainable Design and Construction Supplementary Planning Document (August 2011).
- 7.31 Travel Plans Supplementary Planning Document (February 2015)
- 7.32 Accessible Leeds Supplementary Planning Document (November 2016)
- 7.33 Tall Buildings Design Guide (adopted April 2010)
- 7.34 **Other Material Considerations**
- 7.35 Leeds Core Strategy Selective Review (CSSR)
- 7.36 This has been submitted to the Secretary of State in August 2018 and was the subject of an examination in public in February 2019. The Inspector has recommended a small number of proposed Main Modifications to the policies and these were issued on 10 April 2019. Consultation on these proposed Main Modifications has been undertaken and has now concluded, prior to the Inspector issuing her final report. It is now expected that the CSSR will be adopted in early autumn 2019. Due to the stage that the review has reached the policies are a material consideration and, where Main Modifications to policies have been issued, those policies can be afforded significant weight. Those policies within the CSSR that are not subject to a Main Modification can be afforded more weight, as it is implicit that the Inspector considers they are sound without modification
- 7.37 The CSSR seeks to review some existing policies and introduce some new ones. The formal application, depending on its timing and determination, may therefore be subject to these revised requirements. This includes:  
For Policy EN1 climate change – carbon dioxide reduction which remains unchanged from adopted policy but requires the following:  
(i) Reduce total predicted carbon dioxide emissions to achieve 20% less than the Building Regulations Target Emission Rate until 2016 when all development should be zero carbon; and,  
(ii) Provide a minimum of 10% of the predicted energy needs of the development from low carbon energy.  
For EN2 non-residential developments of 1,000 or more square metres (including conversion) where feasible are required to meet the BREEAM standard of 'excellent'.  
For Policy EN4 where technically viable, appropriate for the development, and in areas with sufficient existing or potential heat density, developments of 1,000 sqm or more should propose heating systems.  
For Policy EN8 electric vehicle charging points should be provided as expected by the policy for all permissions.
- 7.38 The Site Allocations Plan

- 7.39 The Site Allocations Plan (SAP) states that Leeds City Centre is the main retail and service centre for the city and has an area defined as the Leeds Primary Shopping Quarter (also known as Primary Shopping Area). Relevant policies are:  
Policy RTC1 Designation of centre boundaries, shopping areas and protected shopping frontages.  
Policy RTC2 Protected shopping frontages within the city centre.  
Policy RTC4 Shopfronts to maintain ground floor window display, maintain or enhance general appearance of shopping frontages and maintain or establish access to upper floors.  
Whilst the site is located within the proposed Primary Shopping Area within the Site Allocations Plan, this does not restrict development to retail uses.

## 8.0 KEY ISSUES

### 8.1 Principle of the proposed uses

- 8.2 The scheme is proposed to create a 205 bed, 14 storey hotel (Use Class C1). Small scale conferencing facilities (of some 180 sq metres) with associated meetings rooms (of some 42 sq metres and 24 sq metres) are also proposed. An ancillary restaurant with bar (of some 148 sq metres) (Use Class A3 and A4) is also proposed, which will be open to both the hotel's users and the general public.

- 8.3 The proposal would replace the current use of the site which is as a temporary surface car park. These proposed uses of hotel with associated conferencing and restaurant with bar, are appropriate city centre uses that would bring vibrancy and vitality to the site, wider street scene and this part of the City Centre. The proposed hotel would complement the existing mixed-use function of the area.

- 8.4 In addition, the uses would add positively to both the day time and evening economies of the City Centre, providing increased hotel accommodation to support business and leisure growth; creating new jobs; and contributing towards wider economic growth. This is in accordance with the aspirations of Core Strategy policy SP3 (i). In addition, the use is in accordance with Core Strategy policy CC1(g) which provides that other town centre uses will be supported within the City Centre boundary provided the use does not negatively impact on the amenity of neighbouring uses and that the proposal is in accordance with all other Core Strategy policies. As such the principle of the change of use now proposed is supported by Officers

### 8.5 **Do Members consider the uses proposed to be acceptable?**

### 8.6 The proposed scale, massing and design

- 8.7 The proposal is for a 14 storey building. The scheme is at an emerging stage. However a number of key dynamics have been established as part of the early design stages, these being the design ethos and the position, scale, height and massing of the scheme
- 8.8 The proposed building is a 14 storey tower with a lower plinth element fronting it of 3 storeys. The immediate area is characterised by a mixture of building heights from two storeys at the bus station, up to the 11 split levels of the multi storey car park. The site is also close to the double height but single storey Grade II Listed former petrol filling station that sits on the Eastgate roundabout and the non-designated heritage assets of the Blomfield range along Eastgate which are 5 storeys in height. Stepping further out from the site the surrounding area is evolving to the east due to

developments on Quarry Hill. Here, and in an elevated position, there is a range of building heights, with the closest buildings to the proposal site being 5 to 10 storeys. Beyond the Playhouse along St Peters Street there is the existing 14 storey residential Skyline block that is fronting the street. The scheme would also be visible in long views of the Grade I Listed Leeds Minster along St Peters Street. However, there is visual separation between the proposal and Leeds Minster with clear sky and some distance evident between the two structures. As such it is considered that the scale, positioning and form of the proposed building do not detract from the setting of Minster in the vista along St Peters Street. Therefore, Officers consider that there is a rising scale of buildings in this area that accords with the guidance laid down in the Tall Buildings Design Guide. As such the addition of the proposed 14 storey hotel would be appropriate in respect of the context and is supported.

- 8.9 The building will become the backdrop to some views of the Grade II Listed former petrol filling station. This heritage asset is currently viewed from similar perspectives in the context of the contemporary Victoria Gate multi storey car park. The new hotel building will sit in front of the existing multi storey car park, replacing it as a backdrop to views of the listed building from across the roundabout. As such Officers consider that there will be no significant increase in harm to the views of the listed building in this direction and context.
- 8.10 To demonstrate the relationship of the proposal to the other buildings of varying heights in the surrounding area and the Grade II Listed former petrol filling station, a number of key views, in line with guidance given in the Tall Buildings Design Guide, from close quarter and at a distance, will form part of the preapplication Plans Panel presentation. Officers consider that these views demonstrate that the scheme sits comfortably within the surrounding context, when viewed from both close quarters and in distant views.
- 8.11 The footprint of the scheme has responded to the requirement for an easement to the culverted Lady Beck and to the position of the retained protected New Generation Transport route. The building would have a double height plinth (which would be 3 storeys including a mezzanine) giving the base of the building a broader floorplate than the tower above it. This plinth would house the restaurant, conferencing and meeting rooms. The tower section of the scheme would therefore be 12 storeys of hotel rooms. At present, of the 205 hotel rooms, 168 rooms would be classed as standard, 24 rooms would be classed as superior and 13 rooms would be classed as accessible. An extract ventilation and air condenser plant area is proposed within a screened space at roof level although full details of the extent of the plant required is to form part of the subsequent detailed design of the proposals and would need to be considered against the requirements of local Policy BD4.
- 8.12 Externally the building is proposed to visually carry forward the language of the diagrid concept used thus far in the Victoria Gate estate. However this would be interpreted in such a way as to allow the building to be complimentary to its diagrid neighbours and other surrounding buildings, but to also have its own identity. As such the scheme is proposed to be patterned as a diagrid to the main facades with a pixelated window pattern being expressed within the diagrid. To assist to reduce the mass of the main body of the building a vertical recessed slot is proposed to both ends of the tower, with one part of the tower being stepped a storey higher than the other. This would create a more refined and vertically layered visual presence for the proposal. The lower plinth building would be predominantly glazed with the diagrid patterned within the glazing to continue the design theme.

**8.13 Do Members support the emerging scale, massing and design of the building?**

- 8.14 The Developer is seeking to position a digital screen within the façade of the building to display advertisements. As such they are looking at options for the integration of such a screen into the development. Some of these options will be presented at Plans Panel. The issues to be considered in the appraisal of such a digital advertisement display screen are as follows:
- The impact on the character and setting of any designated and non-designated heritage assets and in particular the relationship to the Grade II Listed former petrol filling station and long views along St Peters Street of the Minister.
  - Any impacts on highways and pedestrian safety and the consideration of the location of such a screen in respect of traffic lights, junctions and pedestrian crossings.
  - How the screen is to be conceived such that it forms an integrated element with the overall design of the host building.

The Developer having explored various options state that their preference is to site a screen on the northern elevation of the proposed hotel building. Officers consider that the screen if sited to the northern elevation would fail to address the issues listed above, and in particular would not adequately address issues of setting and the relationship to nearby designated and non-designated heritage assets. However, Officers have advised that they consider that a more acceptable position could be found on the long east facing elevation of the building, at plinth level and that they consider that the Developer should explore this option fully.

**8.15 Do Members support the addition of a digital screen and if so which of the options presented is supported?**

**8.16 Transportation and Accessibility**

- 8.17 The site is accessible by foot or cycle from the railway station, as well as the nearby bus and coach stations. As such the development would be situated in a sustainable city centre location where the opportunities to use and support sustainable transport modes is highly sought. The current surface car parking, for 51 spaces, would be removed to facilitate the development. However, this car parking was granted temporary consent only under planning application 14/04438/FU and thus its use as such is due to expire in February 2020. In addition, the adjacent existing multi storey car park is to be retained and would be useable for this hotel development for those that do need to travel via car to the site. Other car parks (the NCP at Kirkgate Market and surface car parking around Templar Street and Edward Street) are also within walking distance. There will be a requirement to provide on-site cycle parking for staff and visitors in accordance with planning guidance. Based on the current hotel room numbers this would amount to 10 externally located short stay cycle stands and 26 long stay cycle spaces which would be housed within a defined cycle store.

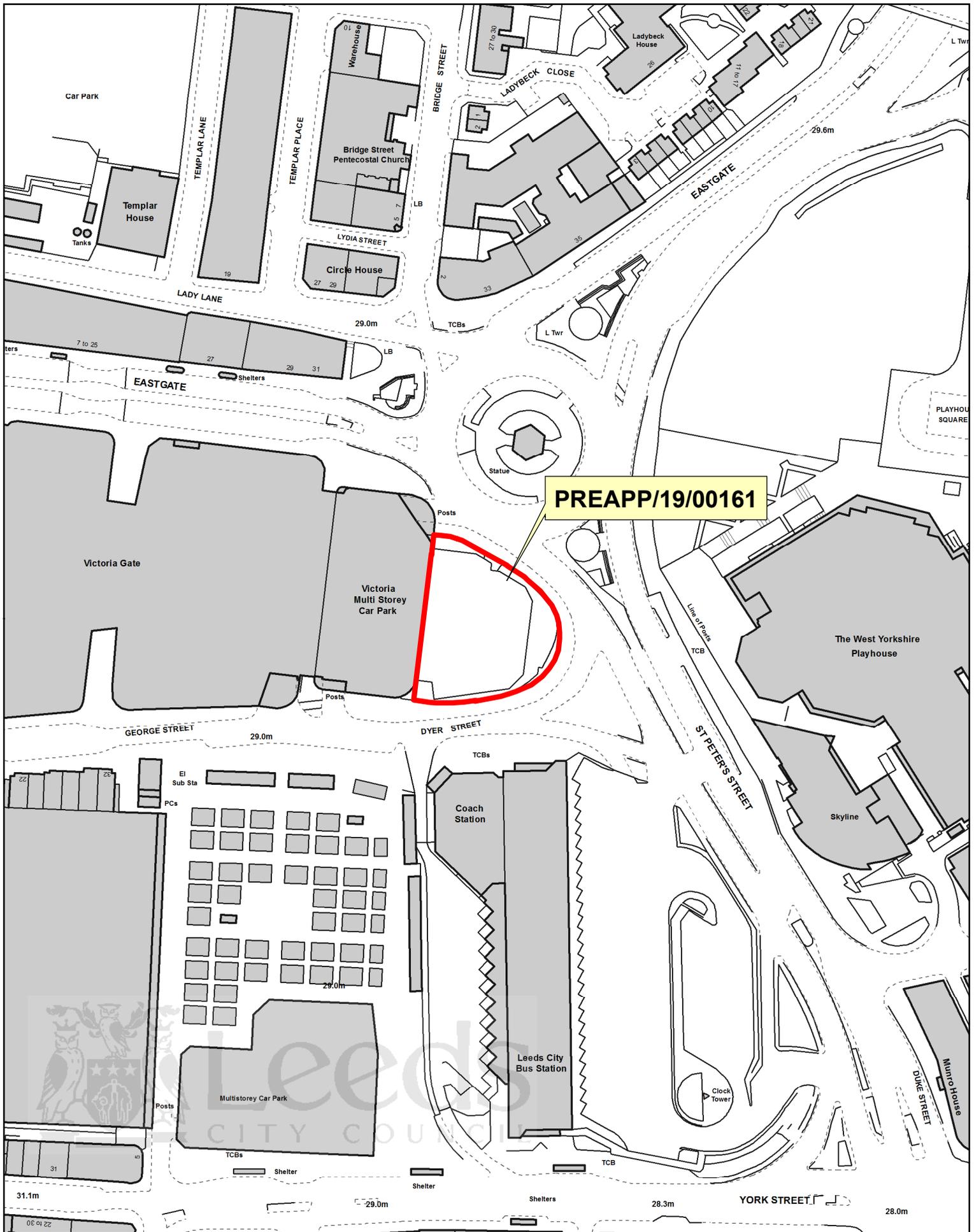
- 8.18 To service the development vehicles would drive into the site, from George Street, between the proposed building and the multi storey car park. Here they would turn, within the space, to then exit back on to the George Street. Pick up and drop off would also take place in this off street area, close to the proposed building's new entrance. Whilst this arrangement is agreed in principle with Officers, tracking details for vehicle movements will be required as part of any planning application submission to demonstrate in detail how servicing, pick up and drop off will be achieved. A defined pedestrian route will be created running north – south through the edge of the service yard, adjacent to the hotel building, connecting to George Street/Dyer Street and Eastgate.

- 8.19 Subject to resolution of these detailed matters it is considered that the proposal would be accessible, promote more sustainable means of travel, and not lead to adverse road safety or amenity concerns, in accordance with the Saved UDPR Policy GP5, Core Strategy Policies T1 and T2, the Parking SPD, the Travel Plans SPD and the NPPF.
- 8.20 **Do Members have any comments on the proposed servicing provision, pick-up and drop-off arrangements, and parking at the site?**
- 8.21 Wind Impact
- 8.22 The proposal is for a tall building and as such there will be a requirement for a full wind assessment as part of the full planning application. At this stage the Developer has submitted a scoping Wind Study Method Statement to seek clarity on the matters that should be set out in the subsequent full wind assessment. This scoping statement has been peer reviewed by the Local Planning Authority's wind consultant who consider that the right areas of concern are being scoped and that these should be fully analysed in a quantitative manner in the subsequent full wind assessment. At this early stage the initial work done suggests that some wind mitigation will be required to address areas of discomfort in the gap between and at the corner of, the proposed building and the existing multi storey car park. This mitigation is likely to be addressed by way of baffles and or canopies integrated into the design of the new building. However, more detailed analysis and a further peer review will be required as part of the planning application process via the required full wind assessment.
- 8.23 Public realm and Connectivity
- 8.24 As stated above the proposals would create a servicing route between the building and the existing multi storey car park. Leeds city centre is characterised by a wide variety of pedestrian routes and it not uncommon for back streets or service yards to be shared pedestrian and vehicle connectors. As a result, the area in question between the new building and the existing multi storey car park has been designed to allow for the creation of a new pedestrian route linking Eastgate to George Street/Dyer Street. This would increase connectivity and give pedestrians a further route option.
- 8.25 Due to the position of the servicing yard, over the culverted Lady Beck and a retained New Generation Transport route (for which there is still the potential to create a new integrated passenger transport system of some kind), this area would need to be largely hard surfaced and would be set out in a combination of high quality paving, with tarmac to the trafficked areas. This tarmac would be treated with coloured chippings to allow it to blend and co-ordinate with the existing high quality public realm to George Street, Dyer Street and Eastgate. However there is the opportunity to add some soft planting in some areas of the space, notably the northern end of the space where it meets Eastgate. There is also an area to the front of the hotel facing St Peters Street where there is an opportunity to introduce a soft landscaped edge between the building and the back of the public footpath. The combined areas of ground floor level soft/green landscaping would amount to approximately 158 sq metres. In addition it is proposed to add further greenery by covering the roof of the lower plinth building with sedum of some 184 sq metres. The landscaping would serve to enhance the setting of the proposed building as well as providing public amenity spaces and a more pleasant environment.

- 8.26 **Do Members support the emerging proposals for creation of public realm and overall approach to connectivity?**
- 8.27 Sustainability and Climate Change
- 8.28 Members will be aware that the Council has recently declared a Climate Change Emergency. Existing planning policies seek to address the issue of climate change by ensuring that development proposals incorporate measures to reduce the impact of non-renewable resources.
- 8.29 Although at an emerging stage the scheme will be expected to meet the requirement of Core Strategy Policy EN1 to reduce total predicted carbon dioxide emissions so as to achieve 20% less than the Building Regulations Part L Target Emission Rate and to provide a minimum of 10% of the predicted energy needs of the development from low carbon energy. In addition, the scheme will be expected to meet the requirements of Policy EN2, seeing to achieve sustainable design and construction at new developments, by meeting the Excellent rating set by BREEAM.
- 8.30 The expectation is that the design of the scheme will include a number of measures to aid reduction of CO2 emissions, improve resilience to climate change, minimise detrimental environmental impact and provides opportunities to improve the inclusivity of site. Full detail of all proposed sustainability measures will be required to be submitted as part of any subsequent full planning application
- 8.31 Overall, the location of the site in the Leeds city centre also means that it is highly sustainable with excellent transport links, and the provision of safe pedestrian cyclist and pedestrian routes which will aid in reducing travel CO2 emissions and promote sustainable economic development.

## **9.0 CONCLUSION**

- 9.1 The proposal offers the opportunity to complete the successful development comprising the Victoria Gate estate; complement recent developments and public space provision; and has the potential to be an addition worthy of its location. Further, the proposed hotel, bar and restaurant would promote and service the wider area, add variety and vitality, and complement the area's surrounding mixed-use nature. The development would support business and leisure growth in Leeds City Centre, creating new jobs and contributing towards economic growth,
- 9.2 The key questions asked in the report above are as follows:
- 9.3 **Do Members consider the uses proposed to be acceptable?**
- 9.4 **Do Members support the emerging scale, massing and design of the building?**
- 9.5 **Do Members support the addition of a digital screen and if so which of the options presented is supported?**
- 9.6 **Do Members have any comments on the proposed servicing provision, pick-up and drop-off arrangements, and parking at the site?**
- 9.7 **Do Members support the emerging proposals for creation of public realm and overall approach to connectivity?**



# CITY PLANS PANEL



