



Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 21 November 2019

Subject: Outline Planning Application 19/01242/OT for the demolition of the former nurses' home and other buildings and the construction of new adult and children's healthcare facilities, a multi-storey car park, new access and egress points into hospital grounds with landscaping at the Leeds General Infirmary, Great George Street, Leeds, LS1 3EX.

APPLICANT
Leeds Teaching Hospitals NHS Trust

DATE VALID
11 March 2019

TARGET DATE
30 September 2019

Electoral Wards Affected:

Little London & Woodhouse

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: Defer and Delegate application 19/01242/OT to the Chief Planning Officer for approval, subject to the conditions at Appendix 1 and any others which the Chief Planning Officer considers appropriate and subject to the completion of a Section 106 agreement to secure the following:

- 1. Employment and training of local people**
- 2. The provision of publicly accessible areas**
- 3. A Travel Plan fee of £24,000.00**
- 4. A contribution of £15,000.00 towards any Traffic Regulations Orders found to be required on Calverley Street**

In the circumstances where the Section 106 has not been completed within 3 months of the Panel resolution to grant planning permission, the final determination of the applications shall be delegated to the Chief Planning Officer.

Conditions

A list of draft Conditions is provided in the Appendix to this report.

1.0 INTRODUCTION:

- 1.1 The proposals are put before City Plans Panel for the demolition of the former nurse's home and other buildings and creation of a new adult and children's services health facility linked building, a multi storey car park, new access and egress points into the hospital grounds and a landscape scheme, which form part of a comprehensive redevelopment and regeneration of the Leeds General Infirmary's (LGI) estate. The LGI forms part of the NHS Trust's Building the Leeds Way Investment Programme which seeks to enhance health services in Leeds to assist the Trust to continue to provide the best in terms of integrated and specialist health care. The NHS Trust has undertaken significant positive engagement with Leeds City Council. The development involves major investment in the LGI, which is an important provider of health care within Leeds.
- 1.2 The LGI hospital campus is positioned within the emerging Leeds Innovation District. This concept represents the strategic aims of the City Council, the Teaching Hospital, and the Universities to use their joint and shared knowledge, civic and land assets to catalyse and accelerate innovation and economic growth throughout the city. The overarching intent is to create a world-class hub for research, innovation and entrepreneurialism in priority sectors that delivers transformational economic growth for Leeds and the City Region.
- 1.3 The proposal is brought to City Plans Panel as the development is for a major strategic development at a prominent site within the city.

2.0 PROPOSAL:

- 2.1 The scheme is submitted as an Outline Planning Application for the proposed demolition of buildings, the construction of the new healthcare facilities and the construction of a new multi storey car park and associated access and layout proposals. The following elements are Reserved Matters which will require further application/s and are controlled by appropriate Planning Conditions;
- Appearance
 - Landscaping
 - Layout
 - Scale.
- The Applicant is seeking a 5 year period for the submission of all Reserved Matters applications.
- 2.2 The proposed development seeks to demolish a number of buildings within the hospital grounds, decommission others to free them for alternative uses, and to build new centralised 'state of the art' adult and children's services joined hospital buildings providing some 92,000 sq metres of focused healthcare space in a building of up to 15 storeys in height. This would result in the consolidation and centralisation of inpatient and outpatient services for children in a new and more accessible world-class children's hospital.
- 2.3 In addition the changes will allow the centralisation of a number of adult services (to include outpatients and therapies, day case surgery and endoscopy) that will permit services to be co-located and centralised improving the patient experience and facilitating a significant release of currently under used estate buildings. It is also envisaged that this will result in an increase in operating theatre and critical care capacity to meet increasing demand for neurosurgery and cardiac surgery.

- 2.4 Further to this, the scheme will allow the consolidation of maternity services, currently provided over two separate sites, into a single Maternity Unit. The proposals will also support improvements to Emergency Care and, in particular, plans to develop new Primary Care diagnostics and treatment services as part of a newly established Urgent Treatment Centre
- 2.5 A new 10 storey car park, to accommodate in the region of 650 spaces is proposed. These would be in addition to the existing multi storey car park to the north of the hospital grounds (which has 709 spaces). Existing surface car parking at a number of locations will be rationalised, with some removals, resulting in an overall provision of approximately 1745 car parking spaces across the LGI estate. As a result there would be a net increase in car parking numbers of some 568 additional visitor car parking spaces. To the front of the new healthcare building and the multi storey car park an area capable of providing drop-off and pick-up spaces for up to 41 vehicles is proposed.
- 2.6 In addition to improve accessibility and connectivity across the estate new principal vehicle and pedestrian access and egress points would be created alongside the new drop off area. The principal vehicle access would be from Calverley Street with vehicles exiting the hospital campus via Portland Street. New and enhanced pedestrian and cycling routes both north - south and east - west would be created including the breaking through of the Brotherton Wing building to create a broad pedestrian only route into the site from Calverley Street.
- 2.7 Across the hospital campus it is proposed to define a series of spaces and pedestrian routes as part of a hard and soft landscape scheme. Due to the application being an Outline, these proposals are at an emerging stage, but could include a public open space in front of the new healthcare building, a pocket park, private and semi-private amenity spaces, and roof terrace/gardens, greened, enhanced pedestrian only routes into and around the site. Opportunities to create meaningful, usable spaces as well as tree planting and the placement of public art are being explored.
- 2.8 The Jubilee Wing would be subject to internal reconfigurations to improve patient flow within the Emergency Department/Major Trauma Centre and the new adult and children's services building would attach to it to create a combined day and critical care facility for all.
- 2.9 The wider LGI site area (which would fall outside the scope of the Outline Planning Application) will form the basis of a separate planning application(s). The NHS Trust have advised that they would expect such applications to be brought forward by a development partner with the principles of development being based upon the vision for improved site access and permeability and also indicative development clusters across the site.

3.0 SITE AND SURROUNDINGS:

- 3.1 The site is the 3.56 hectare campus of the LGI which is located within the defined City Centre. The estate is made up from a broad mixture of buildings of different form and architectural era and the Infirmary grounds are set within the City Centre Conservation Area. The Grade I Listed Gilbert Scott designed Infirmary building and Grade II* School of Medicine and the Grade II boundary wall and railings to the Infirmary and the Algernon Firth Institute of Pathology are set within the demise of the hospital's estate. In addition the Grade II* Civic Hall and the Grade II Church of St George, Burley House, 12A Clarendon Road, 14 Clarendon Road, 16 Clarendon

Road and Woodhouse Hall are close to, but outside of, the boundary of the hospital grounds.

- 3.2 The Corson's Outpatients' Department which sits within the campus of the hospital has recently been added to the Listed Buildings register and has been determined to be a Grade II Listed Building.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 None

5.0 HISTORY OF NEGOTIATIONS:

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

- 5.2 A preapplication presentation for the scheme was given to Members at Plans Panel on 25 October 2018. Members made the following comments:

- The majority of Members were supportive of the principle of the demolitions, one Member expressed reservations about the demolition of the whole of the former Nurses Home
- Members were supportive of the emerging scale, massing and design of the proposals and emphasised the need for a quality/ innovative/visionary design
- Members were supportive of the emerging landscape scheme and approach to connectivity
- That a traffic impact assessment for the whole of the NHS owned site based on the wider masterplan proposals be addressed within the application

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 One letter received on 13 March 2019 stating that the contributor supports the scheme but considers that the open space is too dominated by tarmac and car use that could be better accommodated inside the multi storey car park and that a more greened space would be an invaluable resource to patients and staff.

Further letter received on 4 July 2019 stating that they remain of the view that the drop off should be within the multi storey car park.

Response: These comments will be addressed in the appraisal below

- 6.2 One letter received on the 12 April 2019 from Leeds Civic Trust stating that they support the application but with the following comments:

- that they consider the retention of the Brotherton Wing to be positive
- that it is particularly important to ensure that measures are put in place to safeguard the site's heritage assets from deterioration and vandalism when they cease to be used by the Trust - this including both the Gilbert Scott Infirmary and the Brotherton Wing.
- that the proposed new hospital building will be considerably higher than the current buildings on this site and higher than other nearby buildings which have heritage value and that its acceptability can only be determined by the quality of the design and their support at this stage is thus contingent on an acceptable design being produced in the reserved matters application.

- that the multi-storey car park will extend considerably above the roofline of Brotherton Wing which is of concern and they suggest an underground car park as an alternative.
- that they are concerned about the new egress on to Portland Street and feel that having a separate entrance and exit could lead to a number of issues such as confusion for users, exiting on to a narrow street, potential conflict with the aspirations to reduce traffic using the loop road and introduce cycle route, issues when major events are on in the city centre.
- that they welcome the proposed landscaping of the areas where buildings have been demolished.

Response: The access details and routes and associated highways works have been worked up in detail with Leeds City Council Highways Officers to ensure the optimum solution is put forward. All matters raised are addressed as part of the appraisal below

- 6.3 One letter received on 17 April 2019 and follow up comments received on 6 July 2019 stating an objection to the height of the proposed hospital building on the ground that it is inappropriate in the context of the nearby Civic Hall, Millennium Square and the conservation area and is an over-development of the site and that the key views submitted on the application demonstrate that the building will be of detriment in some views. The objectors view is that the building should be reduced in height by a third.

Response: These comments will be addressed in the appraisal below.

7.0 CONSULTATIONS RESPONSES

- 7.1 **Yorkshire Water** state that details of the protection of public sewers in the vicinity, details of how foul and surface water are managed and the management of surface water drainage are required.

Response: This will be addressed via a Planning Condition.

- 7.2 **Historic England** state that they strongly support the aspirations of The Leeds Teaching Hospitals NHS Trust to build a new state of the art hospital for adult services and a new dedicated purpose-built hospital for children and young people and that they also understand the wider context and ambitions of the Leeds Innovation District to connect with the Universities and the City's wider innovation agenda. They do however have concerns that the proposed development will cause harm to designated and non-designated heritage assets. They advise that if the Local Planning Authority is minded to approve this scheme in its outline form then it will be critical to have fully understood the nature and level of harm to the historic environment and be satisfied that the public benefits could not be delivered in a way which avoids the harm or with less harm being caused to the heritage assets. They highlight three areas of key concern which they consider need to be addressed to allow the scheme to meet the requirements of paragraphs 184, 192, 193, 194, 196 and 200 of the National Planning Policy Framework. These key concerns are as follows:

1. New tall buildings - ten and thirteen storeys
2. Demolition of seven historic buildings (non-designated heritage assets)
3. Outline application - lack of detailed design and materials

Response: These matters will be addressed in the appraisal below.

- 7.3 **Victorian Society** state that they object to the proposal on the basis that there would be some harm to the significance of nearby designated heritage assets as well as to the non-designated buildings that are the subject of the demolitions, a great deal of harm to the significance of the City Centre Conservation Area and that

the level of detail on the Outline Planning Application is insufficient to allow a judgement of the degree of harm that will be caused. In addition, they consider the approach to be fragmented in that there are no defined proposals for the redevelopment to the decommissioned, retained historic buildings.

Response: These comments will be addressed in the appraisal below.

7.4 **Coal Authority** state that the site falls within the defined Development High Risk Area and that they welcome the proposal to undertake intrusive site investigations.

Response: This matter will be addressed via a Planning Condition.

7.5 **Highways** state that the proposals for development, the level of proposed car parking, motorcycle parking and bicycle parking and the temporary car parking arrangements for the interim period of demolition and construction, the temporary and final drop-off and pick-up arrangement, the new access and egress and routes through the hospital campus for both vehicles and pedestrians, the transport modelling, the off-site highways works with associated changes to traffic movements and the proposals for managing servicing and deliveries and the approach to phasing of the developments implementation are all acceptable subject to Planning Conditions. These Conditions would be to cover details of the access road, footway widening, off-site highways works to be subject to a Section 278 legal agreement, traffic signage, pedestrian wayfinding, closure of any redundant access points, physical support of the highway during the works, car and cycle parking management plans for the interim period of implementation of the development, full details of the temporary drop-off arrangements for the interim period of implementation of the development, a car park management plan for the new multi storey car park, full details of cycle parking and facilities, the provision of electric vehicle charging points, the provision of disabled parking bays, disabled access to the buildings, a statement of construction practice. In addition up to £15,000.00 is sought for Traffic Regulation Orders on Calverley Street should it be demonstrated once the scheme is implemented that there are issues with drivers parking up and dropping off on that street.

Response: Such Planning Conditions will be applied and appropriate planning obligations secured via a S106 legal agreement.

7.6 **Flood Risk Management** state that details of the management of surface water drainage are required.

Response: This will be addressed via a Planning Condition.

7.7 **Travel Wise** state that a Travel Plan fee of £24,000.00 is required.

Response: This will come forward as an obligation on the S106 legal agreement.

7.8 **Nature Conservation** state that the multi storey car park offers an opportunity for green walls, as well as other biodiversity enhancements and the impacts of development on bird nesting seasons needs to be considered.

Response: These matters will be addressed via Planning Conditions.

7.9 **Landscape** state that full details of landscape proposals, including lighting design, the relationship between soft landscaping and servicing requirements and all trees to be retained and removed will be subject to later Reserved Matters submission. The landscape scheme should be seen as part of an integrated approach to the proposed redevelopment of the site, not a later 'add-on'. Full tree protection shall accorded to BS5837 standards. Pedestrian movement should be prioritised over vehicles, with external spaces and links design reflecting this.

Response: These matters will be addressed via Planning Conditions and Reserved Matters.

- 7.10 **West Yorkshire Archaeology Advisory Service** state that should permission be granted then an appropriate level of archaeological and architectural recording should be carried out prior to development.
Response: This matter will be controlled via a Planning Condition.
- 7.11 **Environmental Studies (Air Quality)** state that the end use is sensitive with regard to air quality and it is possible that the UK air quality standards could be exceeded. As such an air quality assessment is required and any mitigation measures should be incorporated in to the scheme and Condition.
Response: The Applicant has commenced monitoring and the results of this will be fed into the design process for the detailed scheme to come forward under a Planning Condition and Reserved Matters to ensure ongoing monitoring for an agreed period and that all mitigation measures are integral to the detailed design.
- 7.12 **Environmental Health** state that the new healthcare facilities would be considered as sensitive receptors and their location close to Millennium Square has the potential to result in disturbance to the future occupants of the hospital from entertainment noise and lighting. Therefore details of lighting, noise mitigation measures, noise levels for extract and ventilation systems and other plant, details of waste and recycling management, as well as during the demolition and construction phase; the hours of works, a demolition and construction management strategy and construction noise and dust control will need to be controlled.
Response: These matters will be controlled via relevant Planning Conditions.
- 7.13 **Police Liaison** state that the scheme should incorporate Secure by Design principles and have provided guidance to the Applicant on this.
Response: An Informative will be added setting out this guidance.
- 7.14 **Cycling Officer** states that Planning Conditions should be applied to address long and short stay cycle storage and facilities for cyclists and that a 3.5 metre wide shared cycle route alongside the egress road needs to be factored in to the detailed layout.
Response: The details of these matters will come forward under relevant Planning Conditions and within the subsequent Reserved Matters application.
- 7.15 **Local Plans** state that part of the site has been allocated within the Site Allocations Plan (SAP) -reference MX2-15 - as a mixed use site. The site is proposed to be allocated for primarily residential and office use, with a capacity of 372 units and 12,000sqm office space. Whilst it is acknowledged the proposal is not in line with the allocation, the proposed use would complement the existing health care services and therefore the land use would remain as existing. The proposal is in accordance with policy CC1 of the Core Strategy which seeks to retain hospital facilities within the town centre.
- 7.16 **Wind Consultants** state there are a number of areas in the close vicinity of the new development that will require some wind mitigation measures to be implemented at detailed design stage. Conditions are required to control the details of the wind mitigation measures and monitoring of wind.
Response: These matters will be controlled via a Planning Condition.

8.0 RELEVANT PLANNING POLICIES:

- 8.1 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.
- 8.2 The Development Plan for Leeds currently comprises the following documents:
1. Core Strategy 2014 (as amended by the Core Strategy Selective Review 2019)
 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. Leeds Site Allocation Plan 2019
 5. Aire Valley Leeds Area Action Plan (Adopted November 2017)
 6. Any Neighbourhood Plan, once made.
- 8.3 Core Strategy
- 8.4 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 for the purposes of this application are as outlined below.
- 8.5 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.
- 8.6 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:
- (iii) Valuing the contributions to the life, vitality and economy of the City Centre made by the Universities, Leeds General Infirmary, Major Museums and Arena,
 - (iv) Comprehensively planning the redevelopment and re-use of vacant and under-used sites and buildings for mixed use development and new areas of public space.
- 8.7 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.
- 8.8 Policy CC1: City Centre Development:
The City Centre will be planned to accommodate at least the following:

iv) Supporting services and open spaces and improvements to the public realm.
c) Hospital, university, college, and cultural facilities to be retained in the City Centre.

- 8.9 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.
- 8.10 Policy EN2: Sustainable Design and Construction requires developments of 1,000 or more square metres to meet at least the standard set by BREEAM. A post construction review certificate will be required prior to occupation.
- 8.11 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 or 10 dwellings or more (including conversions where feasible) should propose heating systems according to the following hierarchy:
- (i) Connection to existing District heating networks,
 - (ii) Construction of a site wide District heating network served by a new low carbon heat source,
 - (iii) Collaboration with neighbouring development sites or existing heat loads/sources to develop a viable shared District heating network,
 - (iv) In areas where District heating is currently not viable, but there is potential for future District heating networks, all development proposals will need to demonstrate how sites have been designed to allow for connection to a future district heating network. Carbon savings and renewable energy generation achieved under this policy will contribute to EN1 (i) and EN1 (ii).
- 8.12 Policy EN8: Electric Vehicle Charging Infrastructure states;
- All applications for new development which include provision of parking spaces will be required to meet the minimum standard of provision of electric vehicle charging points.
- ii) Office/Retail/Industrial/Education: charging points for 10% of parking spaces ensuring that electricity infrastructure is sufficient to enable further points to be added at a later stage.
- 8.13 Policy ID2: Planning Obligations and Developer Contributions 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.
- 8.14 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.

- 8.15 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.
- 8.16 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
- 8.17 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.
- 8.18 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.
- 8.19 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 CC2 (City Centre boundary)
Policy GP5 (All planning considerations)
Policy LD1 (Landscaping)
Policy N17 (All listed buildings)
Policy N19 (New buildings and extensions within or adjacent to a conservation area)
Policy N23 (Space around new buildings)
- 8.20 Leeds Natural Resources and Waste DPD 2013
- 8.21 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.
Air 1: Management of air quality through new development
Water 6: Flood risk assessments
Water 7: Surface water run-off
Land 1: Contaminated land
Land 2: Development and Trees
- 8.22 National Planning Policy Framework (NPPF)

- 8.23 The National Planning Policy Framework (NPPF) as revised in 2019 and sets out the Government's planning policies for England and how these should be applied.
- 8.24 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.
- 8.25 Section 11: Making effective use of land – Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.
- 8.26 Paragraph 123 (c): Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).
- 8.27 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
- 8.28 Section 12: Achieving well-designed places - 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.
- 8.29 Paragraph 184 states that heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These

assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

- 8.30 Paragraph 192 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.
- 8.31 Paragraph 193 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.
- 8.32 Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.
- 8.33 Paragraph 196 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.
- 8.34 Paragraph 197 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.
- 8.35 Paragraph 200 states that Local planning Authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, 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 the asset (or which better reveal its significance) should be treated favourably.
- 8.36 Supplementary Planning Documents
- 8.37 Parking Supplementary Planning Document adopted January 2016.
- 8.38 Supplementary Planning Document 'Travel Plans' (February 2015)
- 8.39 Tall Buildings Design Guide (adopted April 2010)
- 8.40 Building for Tomorrow Today: Sustainable Design and Construction Supplementary Planning Document (August 2011).
- 8.41 Accessible Leeds (adopted November 2016)
- 8.42 The Site Allocations Plan

- 8.43 The Site Allocations Plan (SAP) states that Leeds City Centre is the regional centre for the Leeds City Region and beyond, with the Prime Shopping Quarter at its core, as well as a thriving entertainment, universities. A growing population of city centre residents, and financial and business services.
- 8.44 Part of the LGI site has been allocated within the (SAP) - reference MX2-15 - as a mixed use site for office and residential use. Further consideration is given with regards to this as part of the appraisal below.

9.0 MAIN ISSUES

1. Principle of the development, the proposed uses and the future of the decommissioned buildings
2. The impact on the character and visual amenity of the host site and surrounding area
3. Sustainable transport and travel planning
4. Public realm and Connectivity
5. Sustainability measures and climate change
6. Wind assessment
7. Section 106 Legal Agreement

10.0 APPRAISAL

- 10.1 Principle of the development, the proposed uses and the future of the decommissioned buildings
- 10.2 The proposal is to create new, linked, specialised clinic accommodation buildings to house both adult and children's services, as well as a new purpose built multi storey car park to service the needs of the hospital. Part of the site has been allocated within the SAP, under reference MX2-15, as a mixed use site. Under this allocation the site is proposed to be allocated for primarily residential and office use, with a capacity of 372 units and 12,000sqm office space. The allocation also states that other town centre uses may be acceptable subject to Core Strategy policy.
- 10.3 However, the area proposed for the new clinical hospital buildings is outside the allocation boundary. This means that the elements of the proposed development that are within the SAP allocation are the proposed multi storey car park and the new access route through the site. These elements of the scheme are considered by Officers to be ancillary requirements to facilitate the main hospital use. It is also the case that with these elements in place there would remain sufficient capacity within the remained of the area captured by the SAP allocation to allow the sought for capacity of residential and office uses to come forward at a future date.
- 10.4 Core Strategy Policy CC1 states that hospital facilities should be retained within the city centre and Core Strategy paragraph 5.1.16 states that the LGI contributes greatly to the vitality and economy of the City Centre. The buildings and the uses therein would all be sited fully within the LGI grounds and would complement, support and enhance existing health care services. As such the proposals are compliant with the requirements of Policy CC1. Therefore, whilst it is acknowledged that parts of the proposal are not in line with the SAP allocation, the proposed use would complement the existing health care services and the land use in the unallocated area of the hospital campus would remain as existing. As such and on balance the proposed use is supported by the Council's planning policies.

- 10.5 The Victorian Society have raised concerns about the future of the decommissioned heritage buildings within the campus. The NHS Trust have stated that the new hospital development is part of a much bigger redevelopment and economic regeneration opportunity for Leeds. As such, whilst not part of the current submission the wider masterplan for the entire hospital campus does suggest possible future uses. These include the potential for innovation uses to accord with the emerging Leeds Innovation District concept, science uses to compliment the clinical functions of the hospital, offices, residential and retail for the decommissioned buildings. These can only be indicative at this stage as they would require interest from other developers, either working in partnership with the Trust or independently, at a future date. In addition, consideration has been given in the location of the proposed hospital and multi storey car park buildings, to ensure that their positioning, relationships, access and egress points and uses do not fetter the ability of development to come forward in the decommissioned heritage buildings.
- 10.6 The impact on the character and visual amenity of the host site and surrounding area
- 10.7 The proposals involve the creation of a new 'state of the art' adult and children's services building upon the site of the former nurse's home buildings and a new multi storey car park, public space and drop off area in the location of other later buildings behind the Brotherton Wing, which faces Calverley Street. This therefore requires the demolition of the former Nurse's Home and Corson Pathology Building, King Edward VII Memorial Wing, a section of the Brotherton Wing, as well as more contemporary associated buildings behind the Brotherton Wing. None of these buildings are formally Listed Buildings in their own right.
- 10.8 The buildings affected by demolition are not Listed Buildings but do have some heritage significance. As such they are considered to be non-designated heritage assets. Historic England and the Victorian Society have raised concerns that the demolitions and subsequent development would cause harm to the significance of nearby designated heritage assets (the Listed Buildings as listed in paragraphs 3.1 and 3.2 above) as well as to the non-designated buildings that are the subject of the demolitions and to the significance of the City Centre Conservation Area.
- 10.9 The character of this part of the conservation area is predominantly Victorian, with a number of historic buildings still being evident within and adjacent to the hospital grounds. It is the case that some of the buildings to be demolished (namely the former Nurse's Home and Corson Pathology Building, King Edward VII Memorial Wing and a section of the Brotherton Wing) do have some level of architectural and historic merit that is considered to contribute to the character and visual amenity of the City Centre Conservation Area, which is a designated heritage asset in its own right. As such the buildings to be demolished are considered to be non-designated heritage assets. However it is the case that the buildings to be demolished do not have sufficient significance to be considered worthy of listing in their own right. As stated above, there are also a number of other existing hospital buildings adjacent to these non-designated heritage assets, which are of different eras and architectural styles and the character of buildings and streets in the wider city centre starts to shift significantly in respect of architectural era and layout around the campus. These too are to be demolished.
- 10.10 The non-designated heritage buildings to be demolished have all been altered and added to over their years of service. The former Nurse's Home is a complex of buildings (Old Home, Stables Memorial Home, the King Edward Home, the Fenton Street Wing and the Sunnyside Wing) of differing ages. The buildings were all

exempted from Listed Building status as lacking in architectural quality and not being iconic nurse's accommodation. As such the buildings in question are considered a one multi-phase non-designated heritage asset. The layout of the buildings reflects its growth, as the LGI grew, as new wings were added, leading to a Y shaped complex of narrow blocks. Consideration of whether the former Nurse's Home could be encapsulated in to the proposed scheme was explored. However an awkward floor plan and the depth of buildings does not allow for the types of spaces modern hospital facilities require. In addition, the most attractive frontages, facing south, are elevated above the level at which the new clinical buildings would be positioned. As such it would not be possible to retain the façade in the face of the two new linked hospitals.

- 10.11 The Corson Pathology Building has largely been altered over its time in use, with the intrusion of multiple doorways and the removal of original windows, the insertion of internal walls and a staircase. In addition, and possibly pre1957, the southern exterior walls have been demolished. In the present the building is harmfully surrounded and mostly concealed by more recent extensions and additions. The changes made to the building and the manner in which it has been subsumed by the later additions around it has eroded the significance of the Corson Pathology Building.
- 10.12 The King Edward VII Memorial Wing whilst being of heritage and architectural merit has also been harmed by the alterations and additions that have affected it over time. Low level modern links to both sides of the building, the addition of a utilitarian upper story and the infilling of its southern arcades have all reduce the building's aesthetic and heritage value. The level of change to the building over its history has resulted in it being exempted from Listed Building status.
- 10.13 The level of demolition affecting the Brotherton Wing would be limited to an area at its mid-section where the current main entrance to the wing is. Here a double height opening would be created as generous pedestrian route in and out of the campus. However, it should be noted that this element will come forward at a later stage and to allow this opening to be created a scheme for the reuse of the Brotherton Wing would be required. This building is part of the decommissioned estate and as such will come forward for redevelopment at a future, as yet unknown, date. Whilst the Brotherton Wing is a 1940s Modernist building of considerable aesthetic appeal and historical status, that frames one side of the public space created by Millennium Square, it has been exempted from being given Listed Building status. The building's importance to the urban streetscape and the character of the City Centre Conservation Area has resulted in the building being largely retained, apart from the cutting out of the new pedestrian route, with it being decommissioned to become available for an alternative use (which is yet to be defined). The mixture of late 20th century buildings to its rear, which are of little architectural or historic merit will also be demolished when the new route is created.
- 10.14 The Heritage Impact Assessment and the Supplementary Heritage Statement assess the complex interaction between the proposals and heritage assets directly affected within the vicinity. The removal of numerous non-designated heritage assets is accompanied by the removal of a numerous buildings which currently harm the significance of the LGI's listed buildings (particularly the Original Infirmary and Corson's Pavilion Wing, Grade I and Corson's Outpatients' Department, Grade II).
- 10.15 Therefore given the levels of alteration, the proposed demolition of these non-designated heritage asset buildings is considered to have a limited impact on the importance and significance of the historic core of buildings at LGI and in the wider

Conservation Area. As such Officers consider that the level of demolitions would be likely to lead to less than substantial harm to the significance of the nearby Listed Buildings (as listed in paragraph 3.1 and 3.2 above) and the City Centre Conservation Area and that the advice in paragraph 196 of the revised NPPF is applicable for this proposal. This advises that the harm to the heritage asset should be weighed against the public benefits of the proposal.

- 10.16 In addition, the significance of the designated heritage assets (the nearby Listed Buildings and the Conservation Area) affected by the development will be preserved in accordance with Core Strategy policies P10 and P11. In doing so the proposed new buildings would preserve the setting of these nearby Listed Buildings and enhance the setting of the City Centre Conservation Area and therefore complies with the NPPF and section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990.
- 10.17 The proposal would realise high quality new buildings, enhanced pedestrian connections and new public spaces. The scheme is submitted as an Outline planning application upon which maximum and minimum parameters for building height and footprints are set. To inform the Outline these are accompanied by a Design and Access Statement (and Travel Plans/Transport Assessment) which gives further layers of design intention.
Key principles include:
- An efficient design that optimises the use of space, with permeability and that connects to other existing hospital buildings.
 - A built form that responds to its context and relates positively to nearby existing buildings, site lines and spaces.
 - A sustainable design that has longevity, is flexible to changing demands within healthcare and aims to achieve BREEAM Excellent.
 - A build form that is a landmark and a point of interest
 - A build form that links spaces and allows the creation of meaningful public realm.
 - The promotion of a design ethos and a palette of materials that reflect the heritage rich setting, whilst creating high quality contemporary buildings.
- 10.18 These key principles will be grounded in the establishment of buildings that whilst contemporary in design, will have a connection to and a relationship with the historic and more contemporary buildings that are retained on the hospital campus. The principles laid down on this informed Outline planning application (which contains a significant level of information pertaining to heritage and highways matters) will form the basis of a design brief and a design competition for the detailed design of both buildings.
- 10.19 The new building will connect in to the reconfigured Jubilee Wing and would present a new face to the hospital campus to the northern Calverley Street entrance. The creation of this new building will also allow the existing Jubilee entrance to the hospital ground to become solely dedicated to the Accident and Emergency Department allowing this important hospital department to improve its functionality and patient flow.
- 10.20 The main Brotherton building fronting on to Calverley Street, whilst not a Listed Building, has historic and architectural merit. However the buildings to its rear are of a lower quality and a variety of eras, and will as stated above, be demolished. As such it is proposed to create a cut in the retained frontage of Brotherton Wing at its lower levels to create a generous pedestrian focused route into the campus. Behind this building would sit the proposed multi storey car park.

- 10.21 Concerns have been raised by Historic England and an objector regarding the height and massing of the proposals. The proposal site is surrounded by buildings of differing heights ranging from 2 (double height) to 4 storeys within the Grade I Listed Gilbert Scott designed Infirmary building, 5 to 6 storeys (such as the Civic Hall and the Brotherton Wing), 6 to 10 storeys (such as the existing hospital multi storey car park and the Jubilee Wing) and 8 to 16 storeys for the newer blocks on the edge of the Beckett's University campus (including the 8 storey Creative Arts Building). It is the case that the proposed adult and children's services hospital building is required to provide a specific level of floor space to allow it to fulfil all of its functions under one roof. This means that the connected adults and children's services sections would be within a building of up to 15 storeys in height. The proposed multi storey car park would be likely to be a maximum of 10 storeys in height, dependent on the type of deck layout chosen at Reserved Matters stage.
- 10.22 It is the case that the new hospital buildings would be taller than their immediate neighbours the Civic Hall and retained buildings within the campus. The Supplementary Heritage Statement provides visualisations to show the new proposals in the context of the existing buildings which supplement the visualisations provided in the Design and Access Statement. Taken together these cover the key viewpoints relevant to the historic buildings in the vicinity of the LGI. These views make it possible to appreciate the visual impact of the proposals on the neighbouring designated heritage assets (listed building and conservation areas). Historic England has raised a concern that the documentation supporting the application has not specifically assessed the significance of the Leeds Town Hall or the listed buildings around Park Place. These are well-known buildings and, given the degree of visual impact demonstrated in the visualisations, it is possible to form a view, based on existing heights and positions of surrounding buildings, regarding the impact of the proposals.
- 10.23 It is considered that these key views have demonstrated that due to the position of the site and the topography of this area, in respect of both the land and the existing buildings, the proposed hospital building will only be seen as a defined step in height against the skyline from a number of limited views; across Millennium Square and looking up through the campus from Portland Crescent and along Calverley Street and Oxford Row. The proposed development will be viewed in the context of the taller modern buildings to the north west of Calverley Street and will provide a contrasting foil to the elaborate Gothic architecture of the original Infirmary buildings in the view along Oxford Row. As such the proposal will form part of the backdrop to these existing buildings. The design detailing and articulation of the new buildings, will come forward at Reserved Matters stage, will be conceived in such a manner as to ensure a sensitivity to the scale and historic and architectural detailing of the existing heritage and non-heritage setting
- 10.24 The dimensions of the new multi storey car park are dictated by the number of spaces required as well as the type of internal car parking layout chosen. The proposal is for 650 spaces and the Outline current parameters indicate that the structure will be a maximum of 10 storeys in height. This would result in the multi storey car park being taller than the Brotherton Wing. Due to the positions of the two buildings, there would be limited views of the new multi storey car park from the street and Millennium Square. However, the detailed design of the scheme, to come forward at the Reserved Matters stage, will be required to demonstrate a design which is a complimentary back drop to the Brotherton Wing.
- 10.25 The public benefits to the scheme include:

1. The reconfiguration of hospital services creating a more legible campus with better pedestrian connectivity through and beyond.
2. A major contribution to the healthcare provision in Leeds via the creation of dedicated adult and children's services wings to allow for enhanced patient services
3. The creation of additional on site car parking to assist the ease of patients and visitors trips to the hospital.
4. The freeing up of underused important listed buildings in the hospital ground to allow them to be put back into a new sustainable uses which would accord with the aims of the emerging Leeds Innovation District.
5. The ability to support the most advanced technologies, equipment and treatments.
6. The ability to improve on providing mobile, flexible care tailored to the needs of patients.
7. The creation of modern, comfortable surroundings designed to welcome and reassure patients.
8. The ability to support innovation and pioneering research.
9. The opportunity to create new areas of greened public open space within the hospital campus.

10.26 The Submitted Outline proposals, with the subsequent Reserved Matters and details under Planning Conditions, will facilitate the provision of state of the art facilities within new dedicated Adult and Children's Hospitals. The scheme will also assist the future delivery of a vibrant Innovation District in Leeds. Strong design principles have been laid down in the Outline submission, with clear parameters to guide the design competition and set the constraints and opportunities for the detailed high quality design to come. This would allow this health provision to come forward, which would be of benefit to residents of Leeds, the city region and beyond. This would be alongside the decommissioning of the Listed Buildings for alternative future uses, which would add to and enhance the abilities of the hospital campus and the Leeds Innovation District to function and thrive. As such, Officers consider that the scheme will be of a high quality and will be appropriate to its context. Therefore, it is considered, on balance, that the public benefits outweigh the harm in this instance and the development accords with the above discussed policy tests when assessing the plans together.

10.27 Sustainable transport and travel planning

10.28 The transport proposals for the new hospital involve focusing visitor and patient arrivals (other than by ambulance) on the Old Accident and Emergency (A&E) Drive, with a new drop off area to be provided alongside a new visitor and patient multi storey car park. The current access from the roundabout on Calverley Street to the Jubilee Wing and Accident & Emergency will become a controlled area for use by ambulances and other operational vehicles only. This is to be achieved by the introduction of Traffic Regulation Orders as required, the cost of which is to be borne by the developer as part of the s106 planning obligations. In addition, the proposals will result in changes to traffic movements on the highway network, increasing pressure in particular on the Portland Way, Calverley Street and Old A&E Drive junction. In order to construct the new drop off area and multi storey car park, it will be necessary to complete the new hospital buildings, decant services into it and then demolish the buildings currently used for these services. As such there will be a period of time when the new hospital will have to function with temporary drop off facilities and existing car parking arrangements. Once redevelopment is complete, the remainder of the hospital estate will be taken out of use, to be redeveloped at an as yet unknown future date, which will result in the loss of some existing hospital parking.

10.29 The adopted Parking Supplementary Planning Document identifies the hospital campus parking areas as core and fringe parking zones. For both types of zone the parking guidelines allow a maximum of 3 car parking spaces for every 2 hospital bed spaces which would give a maximum figure of 1695 spaces. To accommodate and serve the changes proposed to hospital services the proposed multi storey car park will house a significant number of parking spaces, as well as consolidation of the existing parking, including the removal of some hard to reach spaces, across the hospital estate. The proposed new multi storey car park to be sited behind the Brotherton Wing which will house 650 spaces. Prior to the redevelopment of the decommissioned areas of the campus this would result in a total of some 1745 car parking spaces across the hospital grounds. However, the later redevelopment of surplus land associated with the decommissioned buildings would result in the loss of 202 parking spaces bringing a final net increase in parking across the hospital campus of 366 spaces. Whilst the initial change in numbers exceeds the policy maximum guidelines by some 50 spaces, this would be for a temporary period only and the final provision of 1453 car parking spaces across the campus would comply with parking policy. Therefore, and on balance, it is considered that the interim car parking numbers are acceptable due to their temporary nature and the fact that the final car parking provision will be fully policy compliant and that they are to serve the needs of the hospital only. The net change on car parking is set out in the below table

Table 4.4: Net Change in Car Parking

Scenario	Total	Uplift from Existing
Existing Parking Provision	1,177	0
Proposed Parking Provision (post application)	1,745	568
Final parking provision (post masterplan)	1,543	366
<i>Permitted Parking Provision (LCC – based on 1,130 beds)</i>	<i>1,695</i>	<i>518</i>

- 10.30 In respect of disabled parking provision the spaces in the existing multi storey car park will increase from 12 to 36 and 48 spaces will be provided in the proposed multi storey car park. There are 10 parent and child spaces in the existing multi storey car park and these will be supplemented by 66 spaces being proposed in the new multi storey.
- 10.31 Electric vehicle (EV) parking provision and recharging facilities will be incorporated in the multi storey car park at a rate to accord with the requirements of Policy EN8 of the Leeds Core Strategy Review. The full details of the EV provision will be controlled via a Planning Condition.
- 10.32 In addition an area to the front of the multi storey car park, close to the main entrance to the new adult and children service’s building will be laid out to facilitate drop-offs and pick-ups for up to 41 vehicles at any one time. The location of this drop-off area has been questioned by one contributor and they have suggested that it may be better to site this facility inside the multi storey car park. The Applicant has advised that the drop-off and pick-up area has been sited to ensure that there is the minimum walking distance for patients and visitors to the new hospital buildings to aid easy accessibility. In addition, it is separate from the car parking to ensure that traffic can move quickly and smoothly through the campus vehicle routes, preventing any queuing out on to Calverley Street.

- 10.33 Further to this a large area of landscaping is to be sited at the centre of this space with other opportunities for landscaping along the edges. This brings the opportunity to provide a significant level of new greenery to this area. The details of the landscape scheme and the laying out of the drop-off and pick-up area will come forward under subsequent Reserved Matters submissions. During the intervening period, before the new drop off and multi storey car park can be created, a temporary drop off area and route will be provided off Thoresby Place. This will be situated on St Georges Road with a loop road around the old medical school in a one-way clockwise direction with 95 metres of formal drop off lay by and a through route. A new 2 metre wide footway (according with the size expected via policy requirements) will also be provided along the length of the drop off zone to link to an existing ramped access into a temporary door to the Jubilee Wing. The drop off will provide space for up to 26 vehicles to queue without interrupting the use of the adjacent Council car parking spaces at Thoresby Place.
- 10.34 To facilitate the new car park behind the Brotherton Wing a new vehicle access and new main pedestrian routes from Calverley Street are to be created. Vehicle egress from the site would be via Portland Street. The following off site highways works will be required to facilitate the buildings and the new access and egress and will be controlled via Planning Conditions and a separate Section 278 legal agreement:
- The junction of Calverley St / Portland Way / Old A&E Drive to have new signal control to provide in only to Old A&E Drive and a pedestrian crossing across the mouth of the junction.
 - A new vehicular access point will be provided on Portland Street.
 - The widening of the footway into the site along Calverley Street east of the Jubilee Wing roundabout to 3 metres minimum and alteration of the current crossing arrangement across the access to bring it closer to the roundabout.
 - Vehicle and pedestrian signage to the hospital across the city to be reviewed, redundant signage removed and new signage provided.
 - All existing redundant vehicle access points around the site to be reinstated as footway.
- 10.35 Under the Reserved Matters application the exact positioning and design detailing of the new multi storey car park will need to take account of any future servicing, bin store access and delivery requirements of the retained Brotherton Wing. This adjacent building does not form part of the current proposals and will be retained and decommissioned, to be released for future development. As such the current multi storey car park proposals need to be designed to ensure that they do not fetter the abilities of the Brotherton Wing to be redeveloped.
- 10.36 A new cycle hub is to be created within the ground floor of the proposed multi storey car park as well as cycle stands in prominent locations within the hospital grounds. Currently 95 cycle space are available at eight locations across the campus. These will be rationalised in the areas that are to be decommissioned and new spaces will be added. This will result in 100 long stay cycle spaces in the new multi storey car park and 20 short stay cycle spaces in landscaped areas, giving a total of 120 cycle spaces. On site shower and changing facilities are and will continue to be provided. In addition the scheme allows for the creation of 23 motorcycle spaces.
- 10.37 A Travel Plan has been submitted with the following objectives:
- To minimise development-associated car trips, particularly single occupancy journeys;
 - To increase staff and visitor awareness of the environmental and health implications of different travel choices;

- To encourage a reduction in car dependency;
- To increase the percentage mode share of walking, cycling and public transport;
- To maximise sustainable transport choice;
- To work towards reducing the impacts of the development on the environment and to encourage sustainable travel choices among users of the site.

This will be achieved via the following measures:

- Promote the health benefits of walking. A map showing pedestrian routes serving the site, to be displayed on Travel Plan Information Boards and the Travel Plan webpage. Advice on personal safety and preferred routes. Provision of guaranteed ride home by taxi for staff in emergency situations. This applies only to those who register as walkers. Provision of personal attack alarms for high risk and vulnerable groups on request.
- Promote the health benefits of cycling. Collaborate with Local Authority to promote safe bike routes, cycling maps and route advice. Provide high quality, sheltered and secure long- and short-stay cycle parking. Promote bike sharing schemes. Promote the Cycle to Work scheme. Promote existing on-site shower /changing / locker facilities. Promote cycle training. Review of mileage allowances model to reflect a higher rate for active sustainable travel options (e.g. cycling). Establish Bicycle User Group to provide a regular forum for discussion and to provide feedback to Travel Plan Co-ordinator. Explore feasibility of offering discounts on cycling equipment, possibly in collaboration with a local retailer.
- Promote LCC Park & Ride schemes. Consultation with local bus operators to discuss potential initiatives to increase bus patronage amongst staff / visitors
- Provide information on walking /cycling/ bus routes and journey times between the site and Leeds rail station. Continue to offer and promote discounted public transport for staff (Metrocard) through the West Yorkshire Travel Network. Monitor usage of staff shuttle service and increase frequency of service if demand is present. Incentives to encourage staff to try using public transport E.g. Taster tickets, prize draws. Provide season ticket loans.

- 10.38 As such, and with consideration to the details set out in paragraph 10.29, Officers consider that, on balance, the proposal accord with all relevant transport policies and full details will be controlled via relevant Planning Conditions, the Section 106 legal agreement and a separate Section 278 legal agreement.
- 10.39 Public realm and connectivity
- 10.40 The proposed reconfiguration of services and the building demolitions would allow a public realm scheme that could be connected to and integrated within the redevelopment of the site. The detailed scheme for landscaped areas would come forward at Reserved Matters stage. However, key principles are established within the Outline application. Public realm proposals would favour pedestrian movement over vehicles, with external spaces and links to be designed to reflect this. This would create the opportunity for the campus to become more permeable and welcoming to pedestrians
- 10.41 Useable soft and hard landscaped spaces would be created including a new central space at the heart of the drop off area in front of the new hospital buildings grounds. This would be greened with a landscape scheme that would include trees. To facilitate the scheme there will be a need to remove some existing trees near the nurse's home and at the edge of the site on to Portland Street. As such the landscape scheme will need to come forward with sufficient replacement trees to address the requirements of the 3 of 1 tree replacement ratio set out in Policy Land 2. There is also the potential to add green landscaping at points along the newly

created pedestrian routes within the site. Further to this greenery could be added to terraces and the roofs of the new hospital buildings.

- 10.42 The new pedestrian routes within the site boundary are to be laid out such that they would have the potential to connect through the remainder of the hospital estates, including areas to be decommissioned for future redevelopment, both north-south and east-west, within the grounds and through some buildings. As such the routes created now, within the proposal's boundary, would take account of the location of the decommissioned buildings and areas (those that are outside the red line boundary of this application) within the campus to ensure that they do not fetter the possibilities for their future redevelopment.
- 10.43 Concern has been raised in comments received on the application that the proposal has large areas of tarmac. Due to the aim to ensure that the multi storey car park is close to the new hospital an access road for vehicles is required through the campus. In addition, to accompany car parking, a drop off area is required which would also be close to the new hospital buildings to allow easy access and quick drop-off and pick-up turnaround. This area due to its trafficked nature would also need to be robustly hard surfaced. However, as the proposals are currently at Outline stage with landscaping being a Reserved Matter the fully detailed design for these areas will follow and there is an opportunity to inform the design to ensure that greened, useable, connected and accessible spaces and routes are created.
- 10.44 Sustainability measures and climate change
- 10.45 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.
- 10.46 The proposals aim to meet the requirements 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 and Policy EN2 to meet the Excellent rating set by BREEAM.
- 10.47 The submitted sustainability statement states that as the detailed design work evolves at Reserved Matters stage, a Low and Zero Carbon Technology Feasibility study will be undertaken for the Scheme in line with BREEAM credit Ene04B. To respond to Policies EN1 and EN2 the development will also achieve amongst its sustainability measures the following;
- A Site Waste Management Plan for the Scheme encouraging waste minimisation, recycling and reuse of materials.
 - The scheme reuses brownfield land.
 - Utilising the existing centralised energy centre combined heat and power (CHP) generation.
 - Utilising absorption chillers which will reduce the carbon emissions from heating, cooling and hot water energy for the Scheme.
 - Utilising LED lighting, light sensor and detection systems.
 - Utilising natural ventilation and light where possible. Locating bed spaces where patients can gain the maximum daylight and have access to views out of the building.
 - Utilising modern construction methods throughout the construction phase. The Construction Contractor will be required to sign-up to the Considerate Constructors Scheme.

- Implementing Travel Plan measures
- A 25% improvement in water consumption from a baseline performance is being targeted via the use of water efficient fittings such as low flow taps with sensor or push button, dual flush toilets, low flow showers.
- The use of low environmental impacts building materials to support BREEAM credits.
- The use of Sustainable Urban Drainage Systems (SuDS).
- To create greened amenity spaces at ground level and roof terrace levels where possible for the benefit of patients, staff and visitors.
- To create play spaces for the new children's hospital.
- To create opportunities to encourage biodiversity such as bat roost and bird nesting boxes, and green walls.
- The provision of cycle storage and the promotion of cycling and walking.

As intimated above full details of the measures for carbon dioxide reduction and to minimise energy use will come forward at Reserved Matters stage and will also be controlled via a Planning Condition.

- 10.48 To respond to Policy EN4 the Applicant has stated that it is their intention to utilise the existing centralised energy centre combined heat and power (CHP) generation at the hospital campus. Further details of this will form part of the Reserved Matters application submissions.
- 10.49 To address Policy EN8 the scheme incorporates Electric Vehicle (EV) Charging Points and the use of EVs is promoted via the Travel Plan. These details will also come forward under the Reserved Matters and Planning Conditions submissions.
- 10.50 Wind assessment
- 10.51 A wind study was submitted as part of the application documents. The Lawson distress criteria states that a wind speed greater than 15 metres-per-second occurring for more than two hours per year is classified as unsuitable for the general public and represents a wind speed with the potential to destabilise the less able members of the public such as the elderly, cyclists and children. Able-bodied users are those determined to experience distress when the wind speed exceeds 20 metres-per-second for two hours per year.
- 10.52 The wind study identifies that the strongest and most frequent winds approach the site from the south-west, the west and the north-west. The report states that the proposed development opens up the site to southerly winds with the affect being of wind being pushed from faces of the new buildings on to the access road within the campus. The report identifies 29 key areas of assessment around the proposed building. Of these 2 areas are indicated as not meeting the criteria for safety and comfort, these being areas to north and the south of the proposed hospital building. As such wind mitigation measures are clearly required.
- 10.53 The required on-site mitigation measures, to address these on-site and off-site areas of concern, are to be as follows:
- A single storey extension to the Jubilee entrance and landscape buffers in the area around it.
 - The addition of canopies 4-5 metres above the atrium entrances and corners to the new buildings.
 - The addition of louvered/porous vertical fins of 1 metre projection, above the canopies, to the corners of the buildings.
 - The use of porous balustrading to the podium edge of level D.
 - The creation of balconies at corners of the building to disrupt the wind

- Increased balustrade and parapet heights and the addition of planters to the roof terraces.
- Extended soft landscaping within the site including 6m high perennial trees
- as an additional mitigation measure (those not required to address any off site wind issues), further 6 metre high perennial trees and ground level wind break hedging and planter to the south-east corner and landscaped edge of the building where it meets the public footpath.

The Applicant states that each of the items listed above can be incorporated within the scheme without there being a negative effect on the overall design or aesthetic quality of the building. Some elements, such as the provision of canopies and hard landscaping, may also have the added benefit of improving the external environment, as well as providing mitigation against wind extremes. Balconies, provided at the corners of the building could provide external play space on the children's hospital, which would be beneficial both patient experience and the external environment. Due to the proposals being submitted here as an Outline Planning Application full details of these mitigation measures would need to come forward as integrated elements of the design at Reserved Matters stage.

10.54 The wind study has been peer reviewed and is considered to be robust and of a suitable quality and to provide realistic result, consistent with the reviewer's expectations. The peer review also advises that the full details of the mitigation measures as set out above in paragraph 10.53 will need to come forward at the details design stages under Reserved Matters. These mitigation measures are considered by the reviewer to be essential to address any wind issues that occur as a result of the siting of the proposed buildings at this location and that these identified mitigation measures would adequately resolve the wind issues in the identified areas.

10.55 Section 106 Legal Agreement

10.56 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.

10.57 There is a requirement for the following obligations:

1. Employment and training of local people
2. The provision of publicly accessible areas
3. A Travel Plan fee of £24,000.00
4. A contribution of £15,000.00 towards any Traffic Regulations Orders found to be required on Calverley Street

10.58 The proposed obligations have been considered against the legal tests and are considered necessary, directly related to the development and fairly and reasonably related in scale and kind to the development. Accordingly this can be taken into account in any decision to grant planning permission for the proposals.

10.59 Outline planning permissions that are granted from the date the Community Infrastructure Levy (CIL) Charging Schedule comes into effect will be liable to pay CIL, when the development is built. The proposal would be subject to CIL, but as the liability is calculated at Reserved Matters stage a figure cannot be provided at this Outline stage. In any event, detail of CIL liability is for information only and is not a

material planning consideration in the assessment of the overall planning application and decision-making process.

11.0 CONCLUSION

- 11.1 In conclusion it is considered that the proposal would allow creation of clinic accommodation that will enable the LGI to consolidate and centralise inpatient and outpatient services for both adults and children, in dedicated hospital facilities, improving flexible care tailored to the needs of patients. In addition the development will assist the NHS Trust to ensure the most advanced technologies, equipment and treatments are made available to all patients. The proposals would result in less than substantial harm as a result of the demolition of the non-designated heritage assets. However, this level of harm would be outweighed by the substantial public benefits that will be brought the development.
- 11.2 The principles and parameters laid down for the scheme in the Outline submission will ensure that the resulting buildings are of a high quality, are appropriate and sensitively designed in respect of the heritage rich context and make the most efficient use of available land. The development will also free up important, currently underused, listed and non-listed buildings, allowing them to be repurposed at a future date where they can once more reach their own full potential. As such the hospital development and the decommissioning and repurposing of parts of the campus would not only assist the functioning and vitality of the LGI, but would also add to the vibrancy and economy of the Leeds Innovation District, the City Centre and the wider city of Leeds.
- 11.3 Therefore the proposal is in accordance with the Development Plan and is considered to be acceptable and is recommended for planning approval subject to the conditions set out in Appendix 1 and the planning obligations set out at the head of this report, alongside any others that may arise as being necessary once outline permission is granted.

Background Papers:

PREAPP/17/00700

19/01242/OT



Leeds
CITY COUNCIL

Originator: Sarah McMahon

Appendix - Draft Conditions

CITY PLANS PANEL

Date: 21 November 2019

Outline Planning Application 19/01242/OT for the demolition of the former nurses' home and other buildings and the construction of new adult and children's healthcare facilities, a multi-storey car park, new access and egress points into hospital grounds with landscaping at the Leeds General Infirmary, Great George Street, Leeds, LS1 3EX.

1) Approval of the following details (hereinafter referred to as the reserved matters) shall be obtained from the Local Planning Authority, in writing before the development is commenced.

Layout

Scale

Appearance

The landscaping of the site

Plans and particulars of the reserved matters shall be submitted utilising a planning application form and shall be carried out as approved.

Because the application is in outline only and as no details other than access have been submitted of the reserved matters, they are reserved for subsequent approval by the Local Planning Authority.

2) Application for approval of all reserved matters shall be made to the Local Planning Authority before the expiration of five years from the date of this permission. The development hereby permitted shall commence no later than two years from the date of approval of the last of the reserved matters to be agreed.

Imposed pursuant to the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3) The development hereby permitted shall be carried out in accordance with the approved plans listed in the Plans Schedule.

For the avoidance of doubt and in the interests of proper planning.

4) No development shall begin on a phase of the development until a Statement of Demolition and Construction Practice for that phase has been submitted to and approved in writing by the Local Planning Authority. The Statement of Demolition and Construction Practice shall include full details, relevant to that phase, of:

- a) construction vehicle routing, the means of access, location of site compound, storage and parking (including workforce, contractor and sub-contractor parking), means of loading and unloading of all contractors' plant, equipment, materials and vehicles and associated traffic management measures
- b) methods to prevent mud, grit and dirt being carried onto the public highway from the development hereby approved;
- c) measures to control the emissions of dust and dirt during construction
- d) a local resident and business communications strategy (relevant to the specific phase) for the duration of the works of that phase and how the Statement of Demolition and Construction Practice will be made publicly available by the developer
- e) the hours of operation of the demolition and construction works

The approved details shall be implemented at the commencement of work on site for each phase and shall thereafter be retained and employed until completion of the works on site for that relevant phase. The Statement of Demolition and Construction Practice shall be made publicly available during the construction phase of the development in accordance with the approved method of publicity.

In the interests of highways safety and residential amenity in accordance with Saved Leeds Unitary Development Plan Review (2006) policy GP5 and the National Planning Policy Framework.

5) Prior to the commencement of built development, a phasing strategy for each development area shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved phasing strategy or such variation to the strategy as the Local Planning Authority subsequently approves in writing.

To ensure the site is developed in accordance with the submitted application and to ensure that there is no departure in floor space that would be to the detriment of the vitality and viability of Leeds Town Centre in accordance with Policy GP5 of the Leeds UDPR and Government Guidance contained in the National Planning Policy Framework 2012.

6) As part of any reserved matters application relating directly to the construction of the new hospital an air quality assessment report analysing the results of air quality monitoring undertaken for at least 6 months at the locations specified and approved (in accordance with the document titled Updated LTHT Monitoring Locations As Commissioned, received on 4 Oct 2019) shall be submitted to and approved in writing by the Local Planning Authority. The air quality assessment report shall include details of all mitigation measures that are required and how these have been integrated into the design of the development. The development shall be implemented in accordance with the approved details.

In order to ensure that current and future users of the development site as well as users of nearby sites benefit from acceptable air quality levels and, where appropriate, to ensure further air quality monitoring.

7) No works to or removal of trees or shrubs shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a detailed check of vegetation for active birds' nests immediately before (within 24 hours) the works commence and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the LPA within 3 days of such works commencing.

To protect nesting birds in vegetation in accordance with the Wildlife & Countryside Act 1981 (as amended) and BS 42020:2013.

8) Prior to the commencement of each relevant phase of built development, a plan shall be submitted to and approved in writing by the Local Planning Authority of: integral bat roosting and bird nesting features (for species such as House Sparrow and Swift) within buildings and opportunities to site insect houses. The agreed plan shall show the number, specification and location of the bird nesting, bat roosting features and insect houses, together with a timetable for implementation and commitment to being installed under the instruction of an appropriately qualified bat consultant. All approved features shall be installed prior to first occupation of the approved hospital buildings on which they are located and retained thereafter.

To maintain and enhance biodiversity in accordance with Core Strategy Policy G9, NPPF, and BS 42020:2013.

9) Prior to the commencement of each relevant phase of built development, details of existing and proposed ground levels, including external areas and the proposed finished floor levels relevant to the works within that phase of the development, shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

In the interests of amenity.

10) Each phase of the development hereby permitted shall not be occupied until full details of both hard and soft landscape works for that phase, including an implementation programme, have been submitted to and approved in writing by the Local Planning Authority. Hard landscape works shall include

- (a) proposed finished levels and/or contours,
- (b) boundaries, means of enclosure and retaining structures,
- (c) car parking layouts,
- (d) other vehicle and pedestrian access and circulation areas,
- (e) hard surfacing areas,
- (f) minor artefacts and structures (e.g. artwork, furniture, play equipment, refuse or other storage units, signs, lighting etc.),

Soft landscape works shall include

- (h) planting plans

- (i) written specifications (including soil depths, cultivation and other operations associated with plant and grass establishment) and
- j) schedules of plants noting species, planting sizes and proposed numbers/densities including the number of trees proposed to address the requirements of Policy Land 2.
- k) full details of and a management and maintenance plan for any green walls/screens including details of irrigation, feeding and the timescales and mean by which any failed planting will be removed and replaced
- l) Where appropriate for each relevant phase of built development, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved

All hard and soft landscaping works shall be carried out and completed in accordance with the approved details, approved implementation programme and British Standard BS 4428:1989 Code of Practice for General Landscape Operations. Confirmation in writing of the completion date shall be provided to the Local Planning Authority.

To ensure the provision and establishment of acceptable landscaping

11) Notwithstanding the details on the hereby approved plans, the trees shall be planted in locations, timescale and phasing to be first agreed in writing with the Local Planning Authority. Full details including:

- a) The locations of the trees
- b) Construction details of tree pits including the depth and area of growing media;
- c) Any tree grilles and guards
- d) Dimension of tree pits and means of anchoring root balls, and
- e) Species and size of the trees
- f) The timescale for planting

shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the tree planting within each phase. The trees shall be planted in accordance with the approved details

In the interest of the character and appearance of the site and surrounding area.

12) a) No development shall commence in each phase until all existing trees, hedges, bushes shown to be retained on the approved plans are fully safeguarded by protective fencing and ground protection in accordance with approved plans and specifications and the provisions of British Standard 5837 (2012) Trees in relation to design, demolition and construction or in accordance with such variation subsequently agreed in writing by the Local Planning Authority. Such measures shall be retained for the duration of any demolition and/or construction works.

b) No development shall commence in each phase of development until a written arboricultural method statement for a tree care plan has been submitted to and approved in writing by the Local Planning Authority. Development shall only carried out in accordance with the approved method statement.

c) No equipment, machinery or materials shall be used, stored or burnt within any protected area. Ground levels within these areas shall not be altered, nor any excavations undertaken including the provision of any underground services, without the prior written approval of the Local Planning Authority.

Seven days advance written notice shall be given to the Local Planning Authority that the protection measures are in place prior to demolition and/or approved works, to allow inspection and approval of such development works.

To ensure the protection and preservation of trees, hedges, bushes and other natural features that make a positive contribution to the character and amenities of the area. In the absence of appropriate measures the retention and long term health of such vegetation could be compromised by the carrying out of the approved development.

13) If within a period of five years from the date of the planting of any tree/hedge/shrub that tree/hedge/shrub, or any replacement, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree/hedge/shrub of the same species and size as that originally planted shall be planted in the same location as soon as reasonably possible and no later than the first available planting season or such other timescale as is agreed in writing by the Local Planning Authority.

To ensure maintenance of a healthy landscape

14) No built development in each phase shall commence until measures to protect the public sewerage that is laid within the site boundary of that phase, have been implemented in full accordance with details that have been submitted to and approved by the Local Planning Authority. The details shall include but not be exclusive to the means of ensuring that access to the sewerage for the purposes of repair and maintenance by the statutory undertaker shall be retained at all times. In the interest of public health and maintaining the public water supply.

15) The site shall be developed with separate systems of drainage for foul and surface water on and off site up to the agreed point of discharge.

In the interest of satisfactory and sustainable drainage

16) There shall be no piped discharge of surface water from a phase of the development prior to the completion of surface water drainage works for that phase, details of which will have been first submitted to and approved by the Local Planning Authority. If discharge to public sewer is proposed, the information shall include, but not be exclusive to:-

- a) evidence to demonstrate that surface water disposal via infiltration or watercourse are not reasonably practical;
- b) evidence of existing positive drainage to public sewer and the current points of connection; and
- c) the means of restricting the discharge to public sewer to the existing rate less a minimum 30% reduction, based on the existing peak discharge rate during a 1 in 1 year storm event, to allow for climate change.

To ensure sustainable drainage and flood prevention.

17) Prior to occupation of any phase which includes hardstanding equal to or greater than 800m² and/or communal car parking which includes more than 49 spaces, details of a SuDS treatment system for that phase will be submitted to and approved by the Local Planning Authority and implemented in accordance with the approved details.

To prevent pollution of the aquatic environment and protect the public sewer network

18) Prior to commencement of built development in applicable phases, site investigations shall be undertaken in order to establish the exact situation regarding coal mining legacy issues on the site. The following will be required:

- a) The submission of a report of findings arising from the intrusive site investigations;
- b) The submission of a scheme of remedial works for approval; and
- c) Implementation of those remedial works.

In the event that the site investigations confirm the need for remedial works to treat the areas of shallow mine workings, any such remedial works identified by the site investigation shall be agreed in writing by the Local Planning Authority and undertaken prior to commencement of any development within the relevant phase.

To ensure the safety and stability of the proposed development and surrounding areas.

19) Prior to the commencement of each relevant phase of built development, a Sustainability Statement shall be submitted to and approved in writing by the Local Planning Authority which will include a detailed scheme which addresses each phase of the built development to demonstrate compliance with Core Strategy policies EN1 and EN2 and comprising:

- (i) a recycle material content plan (using the Waste and Resources Programme's (WRAP) recycled content toolkit);
- (ii) a Site Waste Management Plan (SWMP) for the demolition and construction phases.

Within 6 months of the first occupation of the new hospital a post-construction review statement shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented in accordance with the approved detailed scheme.

To ensure the adoption of appropriate sustainable design principles in accordance with Core Strategy Policies EN1 and EN2, Leeds Sustainable Design and Construction SPD and the NPPF

20) No built development shall commence in relevant phases until a Phase II Site Investigation Report has been submitted to, and approved in writing by, the Local Planning Authority.

Where remediation measures are shown to be necessary in the Phase II Report and/or where soil or soil forming material is being imported to site, development in the relevant phase 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.

To ensure that the presence of contamination is identified, risks assessed and proposed remediation works are agreed in order to make the site 'suitable for use'.

21) If remediation is unable to proceed in accordance with the approved Remediation Statement, or where significant unexpected contamination is encountered, the Local Planning Authority shall be notified in writing immediately and operations on the affected part of the site shall cease. An amended or new Remediation Statement shall be submitted to, and approved in writing by, the Local Planning Authority prior to any further remediation works which shall thereafter be carried out in accordance with the revised approved Statement.

To ensure that any necessary remediation works are identified to make the site suitable for use.

22) Remediation works shall be carried out in accordance with the approved Remediation Statement. On completion of those works, the Verification Report(s) shall be submitted to the Local Planning Authority in accordance with the approved programme. The site or phase of a site shall not be brought into use until such time as all verification information has been approved in writing by the Local Planning Authority.

To ensure that the remediation works are fully implemented as agreed and the site has been demonstrated to be suitable for use.

23) 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. 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.

To ensure that contaminated soils are not imported to the site and that the development shall be suitable for use.

24) Prior to the commencement of demolition documentation demonstrating the absence or total removal of asbestos from any building(s) to be demolished shall be submitted to and approved in writing by the Local Planning Authority. Should documentation be unavailable or insufficient, post-demolition surface soil sampling of future soft landscaped or garden areas shall be carried out and the results shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any development relevant to that specific phase.

Where surface soil sampling indicates remediation to be necessary, a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any built development. The Remediation Statement shall include a programme for all remediation works and for the provision of verification information.

Remediation works shall be carried out in accordance with the approved Remediation Statement. On completion of those works, the Verification Report(s) shall be submitted to the Local Planning Authority in accordance with the approved programme. The site or that phase of the site shall not be brought into use until such time as all necessary verification information has been approved in writing by the Local Planning Authority.

To ensure that the site is safe and suitable for use

25) Unless agreed otherwise varied in writing by the Local Planning Authority, construction activities shall be restricted to 08.00 to 18.00 hours Monday to Friday and 09.00 to 13.00 hours on Saturdays with no works on Sundays and Bank Holidays.

In the interests of amenity.

26) In connection with the new hospital, details of a sound insulation scheme designed to protect the future sensitive receptors (patients and any noise sensitive clinical procedures) of the proposed hospital buildings from noise emitted by nearby sources (excluding the helipad), shall be submitted to the Local Planning Authority and approved in writing prior to the commencement of the development. Any mitigation measures approved shall be completed prior to first occupation of the new hospital. This may include a ventilation strategy, which provides for the adequate control of room comfort, where windows will need to remain closed to meet the internal noise level targets.

In the interests of amenity.

27) Excluding construction, new plant and machinery within the new hospital building shall limit noise to a level no higher than the existing background noise level (Laq90) when measured at noise sensitive premises (these being nearby residential developments), with the measurements and assessment made in accordance with BS4142:2014. The rating level shall include the addition of any character corrections as appropriate. If the character is unknown at the design stage or cannot be

evidenced, then a penalty of 5dB should be applied to take into account of potential corrections.

In the interests of amenity.

28) No external lighting shall be installed unless a scheme has been approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details. The source of external lights should be designed to not materially impact nearby sensitive receptors which shall be defined as residential dwellings and any highways infrastructure such as traffic lights.

In the interests of amenity.

29) No phase of development to take place until, where considered appropriate, a scheme of investigation including a programme of archaeological and architectural recording has been submitted and approved by the Local Planning Authority. The phase of development shall be carried out in accordance with the approved scheme by an appropriately qualified and experienced archaeological consultant or organisation.

To ensure appropriate architectural and historic recording.

30) Each phase of the development shall not be occupied until, where relevant, 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 occupation of the phase. In the interests of amenity.

31) Details of any external extract ventilation system for commercial food premises shall be submitted to and approved in writing by the Local Planning Authority prior to its installation. The system shall be implemented in accordance with the approved details.

Hot food uses will often require an extract ventilation system to deal with odour and fumes. Guidance on suitable design is provided in DEFRA guidance at: <http://www.defra.gov.uk/publications/files/pb10527-kitchen->

In the interests of amenity.

32) a) Prior to making any alterations to existing cycle parking for staff and visitors, a management plan to maintain the current level of cycle parking for staff and visitors until the opening of the new multi storey car park shall be submitted and agreed by the Local Planning Authority. The approved management plan shall be implemented prior to making any alterations to existing cycle parking for staff and visitors.

b) Prior to commencement of development on the multi storey car park full details of any new cycle and motorcycle parking and cycle facilities including lockers, showers and changing facilities shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of the new multi-storey car park, the

approved new cycle and motorcycle parking and facilities shall have been provided. The facilities shall be implemented in accordance with the approved details.

In the interests of highway safety and sustainable travel.

33) Prior to the occupation of the new multi-storey car park, a car park management plan for the new multi storey car park that monitors commuter car parking during the weekday hours of 07:00 and 13:00 hrs (excluding Bank Holidays) shall be submitted to and approved in writing by the Local Planning Authority. The car park management plan shall set out practicable measures to prevent any stays over 5 hours for commuters to the City Centre during the weekday hours of 07:00 and 13:00 hrs (excluding Bank Holidays)) including a review of tariff controls. The car park management plan will, in agreement with the Local Authority, define the type of permits issued by the Trust permitting use of the new multi storey car park by staff during the weekday hours of 07:00 and 13:00 hrs. For the avoidance of doubt, the car park management plan for the new multi storey car park and any restrictions on staff, commuter or other uses shall only apply to the weekday hours of 07:00 and 13:00 hrs (excluding Bank Holidays). The development shall be implemented in accordance with the approved details.

To ensure the free and safe use of the highway.

34) Notwithstanding the details on the hereby approved plans, and prior to commencement of the new multi storey car park development, details, including the number and locations, of all electric car charging points within the new multi storey car park shall be submitted to the Local Planning Authority for approval. The electric car charging points so approved shall be made available upon first use of the multi storey car park (save for temporary use during the construction phase) and shall be implemented in accordance with the approved details.

In the interests of highway safety and sustainable transport.

35) Notwithstanding the details shown on the approved Proposed Site Layout (reference LGI-GDA-VV-22- DR-A-05_20-0003-P06 Proposed Site Plan, the multi-storey car park shall not be laid out or be brought into use until a revised Proposed Site Layout demonstrating the provision of disabled car parking has been submitted to and approved in writing by the Local Planning Authority, (in accordance with current British Standard BS8300 unless otherwise agreed in writing). The layout shall be implemented in accordance with the approved details.

To ensure the provision of disabled parking.

36) Prior to the commencement of each relevant phase of built development, a scheme (in accordance with British Standard BS8300 unless otherwise agreed in writing) indicating the provision to be made for disabled people to gain access to that relevant phase of built development, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to occupation of that part of the development.

Such details need to be agreed before relevant building works commence to ensure the development without such provision would fail to provide a high quality inclusive and accessible environment.

To ensure disabled access and in accordance with the Accessible Leeds Supplementary Planning Document.

37) Full details of the internal access road from its point of entry on Calverley Street to its egress onto Portland Street and drop off area shown on Arup drawing 258458-35-SK01 Rev D Proposed Access Improvements shall be submitted and approved in writing by the Local Planning Authority. The access road and drop off area shall be brought into use prior to the Multi Storey Car Park being brought into use.

In the interest of highway safety

38) Full details of the widening of the footway into the site along Calverley Street east of the Jubilee Wing roundabout to 3.0m minimum, alteration of the current crossing arrangement across the access to bring it closer to the roundabout and closure and reinstatement of the existing footway vehicle crossing point as footway shown on drawing LGI-GDA-VV-ZZ-DR-A-05_20-3001 rev. P03 shall be submitted and approved in writing by the Local Planning Authority. The works shall be brought into use prior to occupation of the new hospital wing.

In the interest of highway safety

39) Full details of the alterations to the Calverley Street, Portland Way, Old A&E Drive junction shown on drawing 258458-35-SK-02 Rev E shall be submitted and approved in writing by the local Planning Authority. The works shall be brought into use prior to use (save for construction uses) of the internal access road or the multi storey car park.

In the interest of highway safety.

40) Prior to the first use of the new multi-storey car park a signage scheme, including alteration of existing signage where reasonably necessary, to direct traffic to and from the development, and traffic diverted as a result of changes to the highway network necessary to accommodate the development, shall be submitted to and agreed in writing with the Local Planning Authority. The scheme shall include temporary arrangements until the new drop off and Multi storey car park is open, and permanent signage where reasonably necessary when the development is fully open. The approved signage scheme shall be implemented and completed before first use of the new multi-storey car park.

In the interests of highway safety.

41) Prior to the first use of the new hospital a pedestrian wayfinding scheme, including alteration of existing signage, to direct pedestrians to and from the new hospital, shall be submitted to and agreed in writing with the Local Planning Authority. The scheme shall include temporary arrangements until the new drop off and new hospital is open, and permanent signage when the new hospital is fully

open. The approved signage scheme shall be implemented and completed before first use of the development.

In the interests of highway safety.

42) Prior to the commencement of development, details of the proposed method of temporary and permanent support of the highway to enable the construction of the development and for the lifetime of the development have been submitted to and approved in writing by the local planning authority. The approved works shall be completed to an agreed programme to maintain continual support to the highway.

To ensure the free and safe use of the highway

43) Prior to commencement of development a management plan to maximise the availability of existing and temporary car parking arrangements within the hospital's operational boundary for staff and visitors from commencement of development to opening of the new multi storey car park shall be submitted and agreed by the Local Planning Authority. The approved management plan shall be implemented prior to commencement of development.

In the interest of highway safety.

44) Full details of the temporary drop off arrangements off Thoresby Place are shown on Arup drawing 258458-35-SK-03 Rev A Temporary Drop Off Facility on St Georges Road shall be submitted and approved in writing by the Local Planning Authority. The approved temporary drop off area shall be brought into use prior to the closure of the existing Jubilee main entrance and maintained until the new multi storey car park is brought into use.

In the interest of highway safety.

45) Full details of the temporary landscaping scheme for the areas identified as 12 on the drawing referenced Proposed Site Plan LGI-GDA-VV-ZZ-DR-A-05_20-0003 P06 shall be submitted and approved in writing by the Local Planning Authority. The scheme shall be implemented within 12 months of the opening of the new multi storey car park.

In the interest of visual amenity.

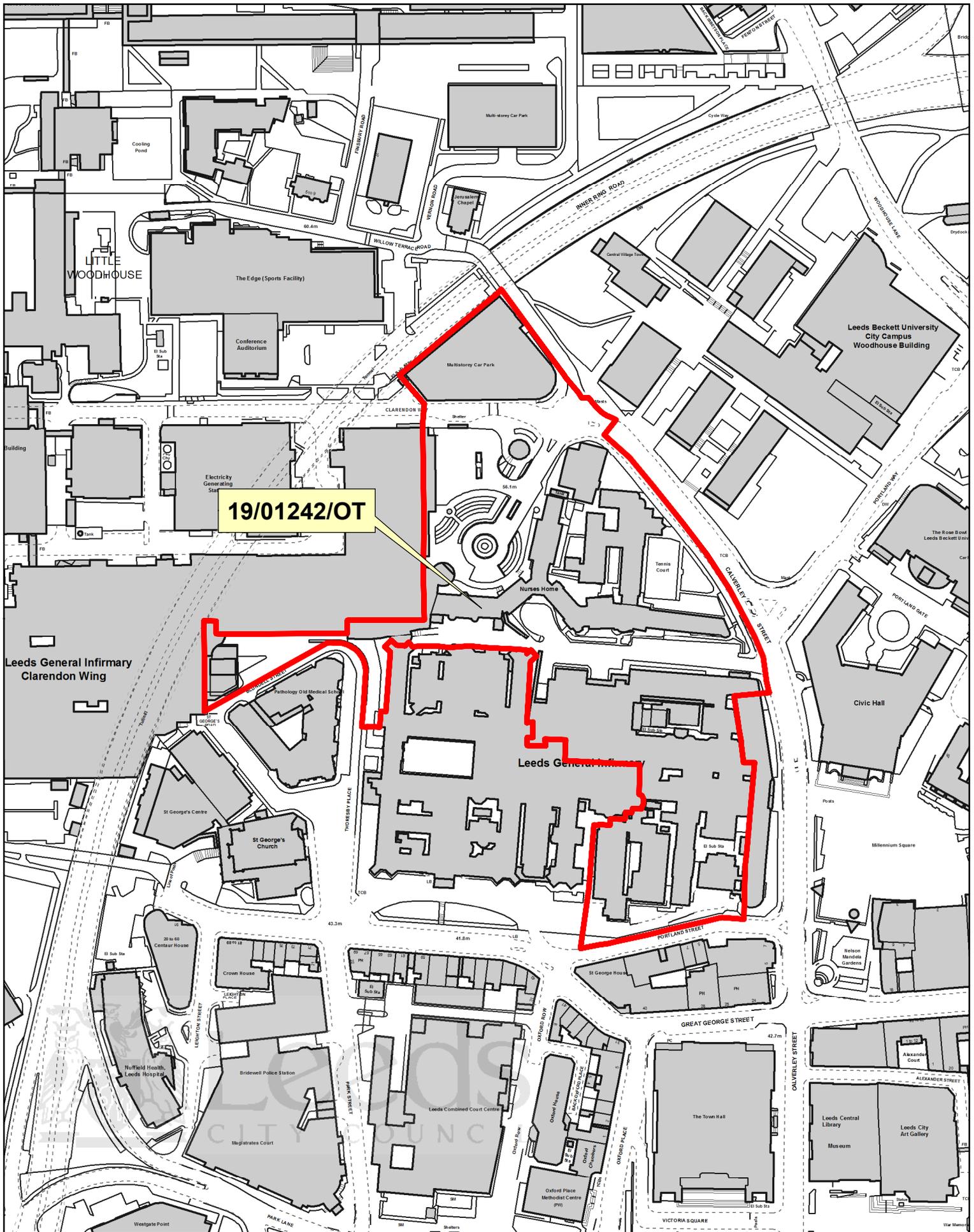
46) Notwithstanding the plans hereby approved, the construction of the new hospital shall not commence until full details of the wind mitigation measures as referenced in the hereby approved document XXXXXXXXXX have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

In the interests of public and highway safety.

47) Prior to installation of the agreed wind mitigation measures a scheme for the monitoring of the wind environment (which shall be for a period of 12 months following occupation of the new hospital) shall be submitted to and agreed in writing by the Local Planning Authority, assessing the effectiveness of the approved mitigation measures. The scheme shall incorporate details and timescales for the

implementation of any further mitigation measures where these are found to be reasonably necessary (and not required as a result of other new developments in the local area) following the completion of the 12 month monitoring exercise and shall be implemented in accordance with the details and timescales thereby approved.

In the interests of public and highway safety.



19/01242/OT

CITY PLANS PANEL

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

SCALE : 1/2500



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NO.	REV.	DESCRIPTION	DATE
000	VI	Issue amendments for planning submission	06/02/19
000	IV	Update to SUE	20/07/18
000	III	Issue for Planning Issues	07/07/18
000	II	Issue for Planning Issues	07/07/18
000	VI	Issue for Boundary Lockdown	08/07/18
000	V	Issue for Boundary Lockdown	07/07/18
000	IV	Issue for Boundary Lockdown	07/07/18
000	III	Issue for Boundary Lockdown	07/07/18
000	II	Issue for Boundary Lockdown	07/07/18
000	I	Issue for Boundary Lockdown	07/07/18

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architects

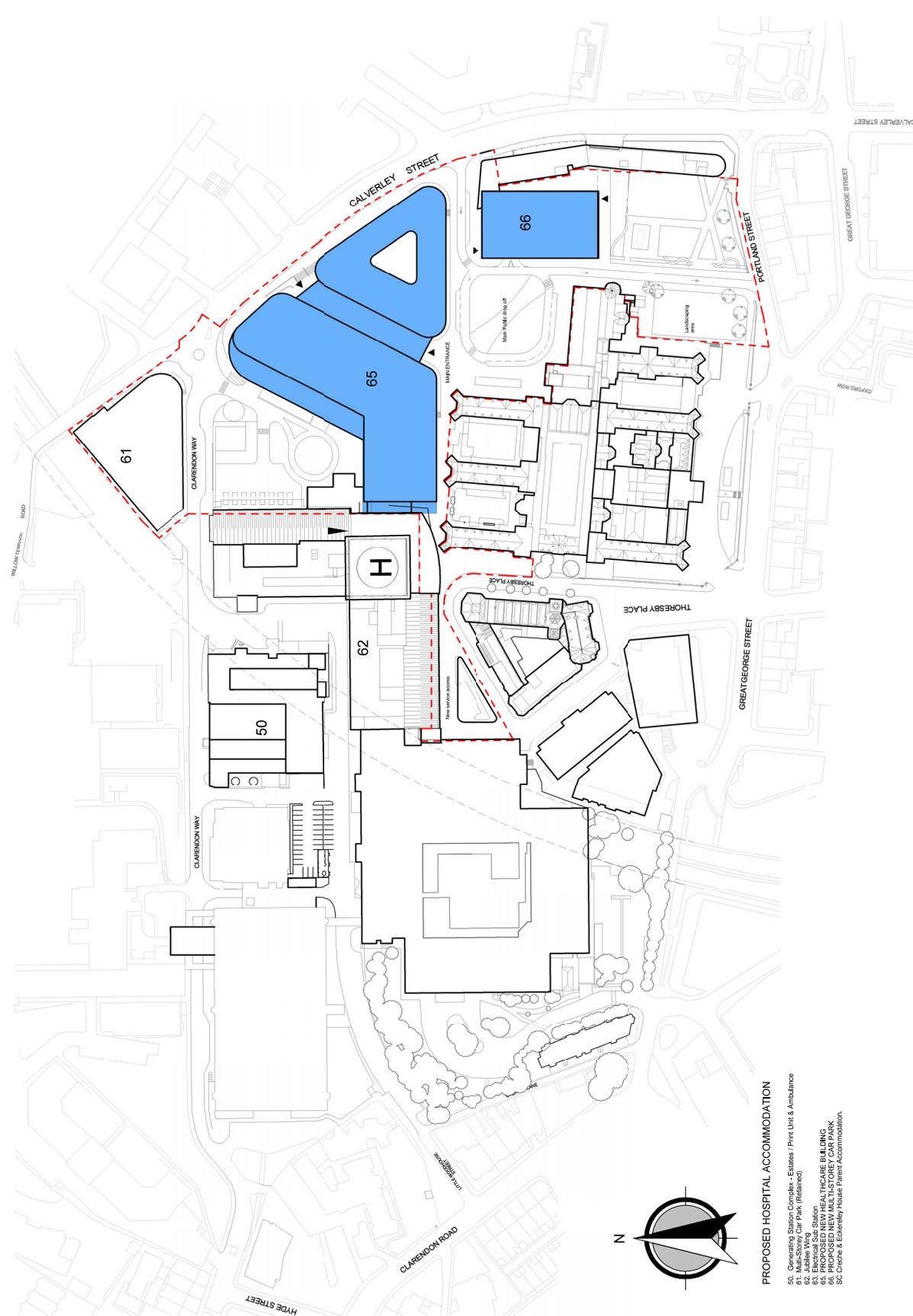
The Cruck Barn, Duxbury Park, Chorley, Lancashire, PR7 4AT
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Client
The Leeds Teaching Hospitals - NHS Trust

Project
New Healthcare Facility

Title
Site Parameters - Hospital Development areas

Drawing Status	
Shared (Non-Contractual)	Drawn By / Checked By / Approved
Project Number	8054f
Drawn By	VJ
Checked By	-
Approved	-
Scale	1 : 1000
Sheet Size	A1
Subsidiary	S02
Revision	P06
Revision	P06
Drawing Number	LGI-GDA-VV - ZZ-DR-A-05_20-0005



- PROPOSED HOSPITAL ACCOMMODATION**
- 50. Generative Station Complex - Estates / First Unit & Ambulance
 - 61. Multi-Storey Car Park (Retained)
 - 62. Jubilee Wing
 - 63. Jubilee Wing - Station
 - 65. PROPOSED NEW HEALTHCARE BUILDING
 - 66. PROPOSED NEW MULTISTOREY CAR PARK
 - 66. Green & Estuary Patient Parking Accommodation