



Report of the Chief Planning Officer

CITY PLANS PANEL

6th January 2020

Proposed demolition of existing office buildings and redevelopment to provide offices (B1) with a flexible range of supporting uses (A1-A4, D1 and D2), with new access to double basement with cycle and car parking, high level terraces and improvements to the public realm at land bounded by Wellington Street / Grove Street, Cropper Gate, Skinner Street and Lisbon Street, Leeds LS1 4LT (19/04905/FU)

Applicant – McLaren (34 Lisbon Street) Limited

Date valid – 6.8.19

Target date – 5.11.19

Electoral Wards Affected:

Little London and Woodhouse

Yes

Ward Members consulted

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: DEFER and DELEGATE to the Chief Planning Officer for approval subject to the specified conditions identified in Appendix 2 (and any others which he might consider appropriate) and also the completion of a Section 106 agreement to include the following obligations:

- **Compliance with agreed Travel Plan measures and a review fee of £21,163**
- **1 car club space to be provided on-street outside the site;**
- **A contribution of £13,505 for Car Club free trial;**
- **Contribution of £10,234 per space lost for removal of pay and display parking spaces outside the site;**
- **24 hour public access around the periphery of the site;**
- **Local employment and training initiatives;**
- **Section 106 management fee (£2,250).**

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

1.0 Introduction

- 1.1 This application brings forward proposals for the redevelopment of existing office buildings located on the north side of Wellington Street with a new multi-storey, BREEAM Excellent, Grade A, office building containing ground floor commercial space located over a basement parking area.
- 1.2 The applicant's team presented the emerging pre-application proposals to City Plans Panel on 6th December 2018 following a site visit by Members. A copy of the minutes of that meeting is attached as Appendix 1.

2.0 Site and surroundings

- 2.1 The site, extending over 0.31 hectares, comprises three office blocks dating from the 1980's and 1990's. Two of the buildings have been vacant for almost three years and the third, Bank of Scotland offices, is approximately 50 per cent vacant. The three, four and five storey buildings are constructed around a central, hard-surfaced courtyard over basement car parking with an open, soft landscaped frontage, onto Skinner Street.
- 2.2 The site has an essentially rectangular plan form and is bordered by public highway on all four sides. The southern edge of the site abuts Grove Street, a short street running parallel to Wellington Street between Cropper Gate and Lisbon Street. Grove Street has recently been laid out as part of the City Connect cycle route. A narrow soft landscaping strip containing bus stops separates Grove Street from Wellington Street. Lisbon Street runs north from Wellington Street along the eastern edge of the site. The West One / Castle House Offices are situated on the east side of the road with surface car parks on the former site of the International Pool located to its north. Skinner Street runs along the northern boundary of the site and provides access to off-street parking within and beneath the site and to off-street parking for offices at Ebor Court on the northern side of the street. Land south-west of Ebor Court, across Cropper Gate, was cleared a couple of years' ago. Beyond that space there is a major highway intersection, including an elevated section of the A58M. Redevelopment of the former Yorkshire Post site on the southern side of Wellington Street, a 5 lane highway at this point, commenced during 2018 and the superstructure of the first building, an 18 storey residential building, is well underway.

3.0 Proposals

- 3.1 It is intended to demolish the existing buildings and to construct a single building on the site. The building would have a largely rectangular footprint at ground floor with chamfered corners at the eastern end. The north-east and south-east corners of the building would be chamfered further back from the splayed building line at ground and first floor levels to create more space around the corner entrances. There would be a consistent floorplate between the second floor and eleventh floors. Level 12 would be set back from the south and east elevations to form a narrow terrace at this level. A larger set back at level 15 would provide larger external terrace areas and help to sculpt the building form.
- 3.2 The building elevations would be predominantly glazed curtain walling. These facades would be overlain with a metal frame breaking the elevation into smaller modules and enabling a varied character at lower, middle and upper levels. The bronze coloured metal frame would have projecting caps to form a C-shaped section in profile. The base, comprising the first two levels above ground, would utilise

capless curtain walling with a deep horizontal metal band above first floor level helping to define the base. Floors in the mid-levels would be paired within a repeating grid with an emphasis on the vertical columns. The upper levels retain the strong vertical repetition but with more slender vertical columns.

- 3.3 The main office reception would comprise a double height space located on the south-eastern corner to the building, with a secondary access from Skinner Street. The ground floor would also accommodate up to four commercial units (within use classes A1-A4, D1 and D2) located fronting Grove Street and at the junction of Lisbon Street and Skinner Street. The access to the two level basement car park would be situated approximately midway along the Skinner Street elevation. The basement would contain 120 car parking spaces including 12 disabled person parking spaces, and 12 electric vehicle charging spaces, and a cycle hub incorporating cycle storage, changing areas, lockers and drying space.
- 3.4 The footways around the north, east, west and southern edges of the site would be widened to 3.1, 3.1m, 3.3m and 4.5m respectively. A recessed colonnade would run along the Grove Street elevation incorporating a graded slope to accommodate level changes. There would be granite steps up to the main entrance on the south-east corner of the building. A mix of mid and light grey high quality paving is proposed. Raised planters with ornamental planting are proposed to the front of the building and within the elevated terraced areas. Granite planters would be located either end of new bench seating to Grove Street. Illustrative landscaping proposals identify up to 15 new trees located between the building and Wellington Street. The open bus shelter to the front would be replaced with an enclosed one.

4.0 Relevant planning history

- 4.1 The existing buildings were granted planning permission between 1987 and 1998.
- 4.2 The current scheme was the subject of a pre-application presentation to City Plans Panel on 6th December 2018 following a site visit by Members earlier that day (PREAPP/18/00458). Members commented that the proposed scale of development and its relationship with the surrounding context was acceptable and that Members were generally supportive of the proposal. A full copy of the minutes of that meeting is attached as Appendix 1.
- 4.2 Members of City Plans Panel considered pre-application proposals for redevelopment of the land to the north at Lisbon Square with two residential buildings (part 21 and 24 storey, and part 10 and 15 storey) on 25th October 2018 (PREAPP/18/00239). An outline application for that proposal is currently being considered (18/07209/OT).

5.0 Public / local response

- 5.1 Site notices were displayed around the site on 23rd August 2019 and the application was advertised in the Yorkshire Evening Post on 30th August 2019.
- 5.1.1 One correspondent comments that as long as the footway widening does not extend across the Grove Street/Lisbon Street junction and restrict cyclists, this would be acceptable although proposals to change the footway and cycle path on Grove Street would make cycle access to Lisbon Street more inconvenient.
- 5.1.2 The owner of the building to the north comments that the proposed building would dwarf the building to the north; badly affect light and other amenities enjoyed within

the building; and the proposed development would create noise and dirt during the construction period.

6.0 Consultation responses

6.1 Statutory

6.1.1 Highways England – offer no objection to the application.

6.1.2 Environment Agency – updated flood maps show that the site is mostly within Flood Zone 1. However, a condition is required to ensure that the development adheres to the finished floor levels suggested in the Flood Risk Assessment and to install resilience measures as though the site was still in Flood Zone 2, because the flood map does not consider the extent regarding climate change and therefore providing resilience measures would ensure that the development is protected from increased risk over its lifetime.

6.1.3 The Coal Authority – the site is located in the defined Development Low Risk Area. The Coal Authority's standing advice should be included as an informative if planning permission is granted.

6.1.4 LCC Highways – The scheme is acceptable subject to conditions in respect of cycle/motorcycle facilities; details of electric vehicle charge points; location of refuse storage; off-site highway works to the Wellington Street frontage; and construction management details. The section 106 agreement should require a contribution of £10,234 per space towards loss of pay and display bays; provision of a car club parking space; bus stop improvements and public access around the exterior of the building.

6.2 Non-statutory

6.2.1 LCC Flood Risk Management (FRM) – The Below Ground Drainage Strategy provided by Meinhardt outlines the use of blue roofs and a restricted discharge of 5 l/s to the public surface water sewer which is considered acceptable. There are no objections subject to inclusion of conditions in respect of a drainage scheme detailing the surface water drainage works as well as arrangements for its future maintenance; SUDS management and maintenance and approval of a construction management plan. These requirements are intended to be secured by planning conditions.

6.2.2 LCC Nature Team - There should be no significant nature conservation concerns.

6.2.3 LCC Landscape – All existing trees need full protection during demolition and construction. There is room for additional tree planting to the south of the site. Feature planters need to be large and robust enough to withstand pedestrian use of the area.

6.2.4 LCC Contaminated Land Team – An intrusive site investigation will need to be carried out. Depending on the investigation a Remediation Statement and Verification Statement may also be required. Conditions are recommended to secure the site investigation, and any subsequent remediation and verification statements.

6.2.5 LCC Neighbourhoods and Housing - The commercial elements of the development have the potential for disturbance to existing or proposed nearby sensitive uses.

This is most likely to be in connection with loud music and cooking odours associated with the A3/A4 uses and the impact this may cause on the residential elements of the developments to the North and West, off Cropper gate and Skinner Street. Quiet use offices on upper floors of the development building could also be affected if these aspects are not fully considered at the design stage. Conditions are recommended with respect to construction times, a statement of construction practice, sound insulation, lighting, waste collection provision and details of extract ventilation.

6.2.6 LCC Influencing Travel Behaviour (Transport Development Services) – the Travel Plan is acceptable and should be included in the Section 106 Agreement along with the following:

- a) Leeds City Council Travel Plan Review fee of £21,163
- b) provision of a Leeds City Council Car Club provider parking space (with Sheffield stand for cyclists)
- c) a contribution for Car Club free trial of £13,505
- d) a contribution for the loss of a Leeds City Council pay and display parking space at £10,234 per space.

6.2.7 Yorkshire Water – no objection subject to a condition in respect of the building design placing no load on the sewer or cause risk to the sewer or structure during construction or in the event of excavation.

6.2.8 West Yorkshire Police - Installing some form of access control on the vehicle entrance such as an automated garage door or roller shutter would provide additional security. There should be good lighting levels within the upper and lower car park including monitored CCTV. External lighting should cover all entry and exit doors around the building. Good quality CCTV should cover the external doors of the building. The communal entrance doors for the office should include an external intercom system. Access control measures should be applied. Steps to the south east elevation of the entrance may reduce any vehicle impact damage. Protecting the glazed areas and public areas at the front of the building and retail units with either bollards placed at 1.2m apart or heavy planters would further protect these areas. Ideally laminated glazing should be installed in curtain walling or ground floor accessible windows. Doors and windows should exceed minimum standards.

7.0 Policy

7.1 Development Plan

7.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of decision making for this proposal, the Development Plan for Leeds currently comprises the following documents:

- The Leeds Core Strategy 2014 (as amended by the Core Strategy Selective Review 2019)
- Saved UDP Policies (2006), included as Appendix 1 of the Core Strategy
- The Natural Resources & Waste Local Plan (NRWLP, Adopted January 2013) including revised policies Minerals 13 and 14 (Adopted September 2015)
- Site Allocations Plan (Adopted July 2019)

7.2 Leeds Core Strategy (CS)

7.2.1 The CS sets out the strategic level policies and vision to guide the delivery of development and the overall future of the district. An update of the CS was adopted in September 2019. Relevant Core Strategy policies include:

- Spatial Policy 1 prioritises the redevelopment of previously developed land in a way that respects and enhances the local character and identity of places and neighbourhoods.
- Spatial Policy 3 seeks to maintain and enhance the role of the City Centre as an economic driver for the District and City Region.
- Spatial Policy 8 supports a competitive local economy including through the provision of a sufficient supply of buildings for B class uses; developing the City Centre for new retail, office and other main town centre uses; and by supporting training/skills and job creation initiatives via planning agreements.
- Spatial Policy 9 supports the provision of offices and other opportunities for employment land and premises.
- Spatial Policy 11 includes a priority related to improved facilities for pedestrians to promote safety and accessibility and provision for people with impaired mobility.
- Policy CC1 outlines the planned growth within the City Centre including at least 655,000sqm of office floorspace.
- Policy CC3 states new development will need to improve connections within the City Centre.
- Policy EC3 safeguards existing employment land.
- Policy P10 requires new development to provide high quality innovative design and protecting and enhancing the district's historic assets in particular, historically and locally important buildings, skylines and views.
- Policy P12 states that landscape shall be conserved and enhanced.
- Policies T1 and T2 identify transport management and accessibility requirements to ensure new development is adequately served by highways and public transport, and with safe and secure access for pedestrians, cyclists and people with impaired mobility.
- Policy G9 states that development will need to demonstrate biodiversity improvements.
- Policies EN1 and EN2 set targets for CO² reduction and sustainable design and construction, and at least 10% low or zero carbon energy production on-site.
- Policy EN5 identifies requirements to manage flood risk.
- Policy ID2 outlines the Council's approach to planning obligations and developer contributions.

7.3 **Saved Unitary Development Plan Review policies (UDPR)**

7.3.1 Relevant Saved Policies include:

- Policy GP5 states that all relevant planning considerations to be resolved.
- Policy BD2 requires that new buildings complement and enhance existing skylines, vistas and landmarks.
- Policy BD4 requires that provision for plant and equipment is taken into account as part of new building design.
- Policy BD5 requires new buildings to consider both their own amenity and that of their surroundings including usable space, privacy and satisfactory daylight and sunlight.
- Policy LD1 sets out the criteria for landscape schemes.

7.4 **Natural Resources & Waste Local Plan**

7.4.1 Relevant policies include:

- Air 1 states that all applications for major development will be required to incorporate low emission measures to ensure that the overall impact of proposals on air quality is mitigated.
- Water 1 requires water efficiency, including incorporation of sustainable drainage
- Water 4 requires the consideration of flood risk issues
- Water 6 requires flood risk assessments.
- Water 7 requires development not to increase surface water run-off and to introduce SUDS where feasible.
- Land 1 requires consideration of land contamination issues.
- Land 2 requires that development conserves trees where possible.

7.5 **Site Allocations Plan (SAP)**

The site is not specifically identified in the SAP.

7.6 **National Planning Policy Framework (NPPF) February 2019**

7.6.1 The revised National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG) replaces previous planning policy guidance and statements in outlining the Government's planning policies for England and how these are expected to be applied. One of the key principles at the heart of the NPPF is a presumption in favour of Sustainable Development. Relevant paragraphs of the NPPF are as outlined below.

7.6.2 Paragraph 108 states that appropriate opportunities to promote sustainable transport modes should be taken up; safe and suitable access provided for all users; and any significant impacts on the highway mitigated. Paragraph 110 states that priority should be given to pedestrian and cycle movements; the needs of people with disabilities and reduced mobility addressed; creation of safe, secure and attractive spaces; allow for the efficient delivery of goods; and be designed to enable use by sustainable vehicles.

7.6.3 Chapter 12 identifies the importance of well-designed places and the need for a consistent and high quality standard of design. 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. Paragraph 127 states that decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

7.6.4 Chapter 14 identifies the approach to meeting the climate change challenge. New development should avoid increased vulnerability to the range of impacts arising from climate change and should be planned so as to help reduce greenhouse gas emissions, such as through its location, orientation and design (paragraph 150).

7.6.5 Chapter 15 identifies guidelines for conserving and enhancing the natural environment. Paragraph 170 states decisions should contribute to and enhance the natural and local environment. Existing landscapes should be protected and enhanced that new and existing development. Decisions prevent new and existing development from contribution to, being put at unacceptable risk from, or be adversely affected by unacceptable levels of soil, air, water or noise pollution. Development should, wherever possible, help to improve local environmental conditions.

7.7 **Supplementary planning guidance**

- Parking SPD
- Accessible Leeds SPD
- Street Design Guide SPD
- Travel Plans SPD
- Tall Buildings SPD
- Building for Tomorrow Today: Sustainable Design and Construction SPD
- City Centre Urban Design Strategy SPG

8.0 **Main issues**

- Principle of the development
- Townscape considerations
- Transportation, accessibility and green travel
- Wind
- Climate Change and Sustainability
- Amenity considerations
- Planning Obligations and CIL

9.0 **Appraisal**

9.1 Principle of the development

9.1.1 There has been a significant shift in the focus of new office accommodation towards the west side of the City Centre into areas such as Wellington Place to the south of Wellington Street. At the same time there has been a loss of more established office space north of Wellington Street, especially to residential conversions. The development would provide approximately 46,000m² (GEA) of grade A office accommodation in a sustainable, designated City Centre, location. The office space would represent a significant contribution to meeting the city centre growth target of at least 655,000sqm of office floorspace identified by Core Strategy policy CC1 and

would help to replace some of the office space lost elsewhere to residential use. The provision of office development in this location would also accord with a number of other policies including Core Strategy spatial policies 2 and 3 which direct office development to City Centre locations.

- 9.1.2 The existing offices provide limited animation of the surrounding streetscene. However, approximately 1,100m² of use class A1-A4 (shops, offices, restaurants and drinking establishments), D1 (non-residential institutions) or D2 (leisure) floorspace is proposed at ground floor level. Such uses would help provide active street frontages and encourage pedestrian activity and general vitality and vibrancy around all sides of the development in addition to the main office entrances at the eastern side of the site. Subject to the extent of A1 retail use being limited to 372m² and providing convenience goods shopping (to be controlled by planning condition), the uses would also complement the neighbouring Wellington Street local convenience shopping centre. Consequently, the proposals would accord with Core Strategy policy CC1 and the principle of the proposed uses is acceptable.

9.2 Townscape considerations

- 9.2.1 The site currently comprises a collection of 3 buildings constructed between 20 and 30 years ago. The small scale of the buildings, especially those on the west side of the site, is such that in combination with the cleared site to the west of Cropper Street, the townscape presently disintegrates towards the expansive highway infrastructure around the junction of the Inner Ring Road and Wellington Street. However, beyond the A58 there are a number of strong tall buildings with a variety of architectural styles, such as the Ibis Hotel and Liberty Park on Marlborough Street, and the iQ student accommodation development at Marsden House. The scale of buildings on the southern side of Wellington Street is also increasing with the completion of the first phase of the Wellington Place development approaching and the ongoing redevelopment of the former Yorkshire Post site with buildings up to 18 storeys helping to define this key gateway into the city centre.
- 9.2.2 The site is located in an area of the city centre where the Tall Buildings Design Guide identifies a potential opportunity for a string of tall buildings. The proposed redevelopment of the site with a single building 17 storeys in height would reinforce the western gateway into the City Centre. Whereas the building would be much larger than existing buildings on the north side of Skinner Street, for which there are proposals for redevelopment, the scale of the building proposed would be more commensurate with the West One/Castle House development on the east side of Lisbon Street and those buildings being constructed on the Yorkshire Post site on the southern side of Wellington Street. The mass of the building would also respond positively to the width of nearby roads.
- 9.2.3 Although a single form, the building mass can be read as a defined top, middle and base, each distinguished from the next. The top of the proposed building has been articulated with two terraces at upper levels stepping down on the southern and eastern elevations in response to the height of West One/Castle House development on the east side of Lisbon Street. The terraces would fold back to the main grid at the west end to create a dynamic form. These levels would have a vertical emphasis utilising a slender expressed frame to present a more elegant crown. The main body of the building would utilise a pairing of floors within a repeating grid with an emphasis on the vertical columns responding to the grand scale. The full height frameless structural glazing proposed for the lower two storeys would provide an appropriate active base to the building enhancing the entrance areas and street frontage.

- 9.2.4 The north-east and south east corners of the building would be chamfered so as to form a more open and inviting arrival to Lisbon Street from Wellington Street. The chamfered corners would also provide an improved space around the junction of Lisbon Street and Skinner Street and help to balance the existing space alongside the west side of West One offices. On the south-eastern corner and extending along the southern elevation the ground and first floors would be recessed further behind a colonnade to both strengthen and define the office entrance and to engage with pedestrians at street level.
- 9.2.5 The western elevation of the building would form a distinct vertical wall to reinforce the 'gateway' position of the site when viewed from the west. From this vantage point, the folded massing at the upper levels would allow the silhouette to take on a striking sharpness. From the east, the main corner entrance would be notable along Wellington Street, responding positively to the junction with Lisbon Street and West One to the east. The terracing at the upper levels allows the massing to step back from West One and appear commensurate to it.
- 9.2.6 Existing building materials within the locality consist of traditional red brick and other more modern materials such as zinc cladding, glazing and stone tiles. The extensive use of glazing with an expressed metal grid with a bronze tone would complement these materials providing the building with an elegance appropriate to its gateway location.
- 9.2.7 Although the proposed building is one storey smaller than previously presented to City Plans Panel it is considered that its' proposed scale and relationship with the surrounding context remains acceptable notwithstanding the smaller existing buildings to the north of the site. Further, its high quality appearance and innovative design will enhance this part of the City Centre. As a result the development would accord with Core Strategy policy P10.

9.3 Transportation, accessibility and green travel

- 9.3.1 The site is located in a highly sustainable, City Centre, location. The site is accessible by a range of sustainable transport modes. The railway station is a 10 minute walk directly along Wellington Street; there are existing bus stops outside the site and the City Connect cycle route has recently been constructed along to the site frontage.
- 9.3.2 By setting the building line further back from its existing position footways on the north, east and west of the site would be widened to between 3.1m - 4.5m. Such dimensions exceed minimum requirements; provide sufficient space for pedestrians using these routes and would also help to create a more comfortable setting for the proposed larger building. On the southern side Grove Street now forms part of the City Connect cycle route with a narrow footway along the front of the building. The proposed building would be set back at ground and first floor to form a colonnaded walkway and the footway extended forward to create a 4.5m wide pedestrian route whilst also making suitable provision for a 2.0m wide cycle route. Towards the eastern end of the frontage an area of shared space for both cycles and pedestrians would be designed to enable cyclists to turn into Lisbon Street without having to navigate back onto Wellington Street, responding to the comment made by a user of the new cycle route.
- 9.3.3 Existing on-street pay and display bays on the development side of Lisbon Street and Skinner Street would be removed in order that servicing and deliveries can be

safely undertaken. A total of 14 spaces would be removed as a result. A contribution of £10,234 per lost space would be collected through the section 106 agreement in order to mitigate the highway impact.

- 9.3.4 The access to the two level basement car park would be situated approximately midway along the Skinner Street elevation so as to provide suitable sightlines. Whilst the building is likely to accommodate around 2,600 staff, the basement would contain 120 car parking spaces, 145 less than the maximum number of spaces the Parking SPD guidelines would theoretically allow. 12 of the spaces would be designed as disabled person parking spaces, exceeding the requirement of the Parking SPD guidelines (5% plus 5% convertible). Additionally, 12 of the spaces would be electric vehicle charging spaces so as to accord with recently introduced CS policy EN8 requirements (10%).
- 9.3.5 A cycle hub incorporating secure cycle storage for 260 bicycles, showers, changing rooms, lockers, drying space and cycle maintenance facilities is proposed in the basement.
- 9.3.6 The application is supported by a framework Travel Plan which has been agreed with the Influencing Travel Behaviour Team. The Travel Plan seeks to ensure that the development will prioritise safe, healthy and sustainable travel options so as to reduce the need to travel by non-sustainable modes. Measures include the appointment of a Travel Plan Coordinator who would communicate the benefits of sustainable travel to occupiers; carry out surveys and prepare monitoring reports to be agreed with LCC. Other Travel Plan measures include the provision of cycle parking and associated facilities; the provision of electric vehicle charging points; improvements to the pedestrian facilities around the periphery of the site; and provision of a car club parking space. The Travel Plan will form part of the section 106 agreement and the applicant has agreed to pay the review fee of £21,163; to provide the car club parking space; and to contribute £13,505 towards free trials with the car club.
- 9.3.7 The proposed parking provision, including disabled parking spaces and electric vehicle charging points; cycling facilities; improved pedestrian facilities and framework Travel Plan measures would accord with CS policies T1, T2 and EN8.

9.4 Wind

- 9.4.1 Mindful of the proposed height of the building relative to its existing surroundings the applicant submitted a wind study utilising wind tunnel testing with the application. The study showed that whilst the wind microclimate around the site would remain suitable in most areas mitigation would be required in selected locations to achieve comfortable conditions for the intended uses. Such mitigation comprises a canopy abutting the western elevation of the building facing Croppergate and an enclosed bus shelter fronting Wellington Street to replace an existing open shelter. The construction of developments to the north (Lisbon Square) and west (Bridge House) would ultimately alleviate identified wind issues. The existing hoarding around the Bridge House site has a beneficial wind impact and should be retained until that site is redeveloped.
- 9.4.2 The applicant's study was reviewed by Architectural Aerodynamics (ArcAero) on behalf of the Council. ArcAero commented that the assessment was robust and, following clarification of some technical issues, agreed with the findings of the wind tunnel assessment. Consequently, subject to the provision of the canopy and bus shelter which will be secured by way of planning conditions, it is considered that the

development would not have an unacceptable impact upon the local wind or pedestrian environment and would accord with saved UDPR policy GP5.

9.5 Climate Change and Sustainability

- 9.5.1 A Climate Change Emergency was declared by the Council on 27th March 2019. Policies EN1, EN2 and EN4 of the Core Strategy seek to reduce carbon consumption, energy and water usage in new developments. Further guidance is contained within the NPPF and Building for Tomorrow Today: Sustainable Design and Construction SPD.
- 9.5.2 The site has been developed incrementally over a number of years resulting in an inefficient building layout and use of city centre land. Redevelopment of the existing buildings, as proposed, would involve far more effective and efficient use of land in a highly sustainable city centre location, thereby reducing the need to travel by car and, in so doing, help to reduce greenhouse gas emissions. The site is well-placed in respect of sustainable transport modes and the development would provide extensive cycle storage facilities, a car club parking space, whilst also providing just 45% of the maximum number of parking spaces allowed by SPD guidelines. Consequently, the development would accord with Chapters 11 and 14 of the NPPF.
- 9.5.3 The proposed development is targeting a 31.1% betterment over the requirements of Building Regulations Part L2A. In order to minimise energy consumption, high performance fabric, lighting and other services will be used throughout the building. The use of a centralised heat pump system would also constitute low carbon technology. The development would enjoy good levels of natural daylight, facilitated by large windows enabling a reduction in the use of artificial lighting. The Council's District Heating team have confirmed that it is highly unlikely that the network would look to connect to a building in this location at any point in the near future.
- 9.5.4 Water efficient fittings would be provided in all areas including WCs, taps and showerheads. The building would be metered to enable monitoring of water use and in turn facilitate active on-going management of water usage. Leak detections systems would be provided for the building in addition to water shut-off systems for appropriate locations such as the sanitary areas. The development will also reduce the present rate of surface water discharges from the site thereby providing sustainable drainage and helping flood prevention.
- 9.5.5 Dedicated areas would be provided to allow separation of waste and within the communal waste storage facilities for recycling. Opportunities for utilising materials that are locally, responsibly and sustainably sourced with a high recycled and/or recyclable content will be explored throughout the design and construction phases.
- 9.5.6 The planting of up to 15 new trees to the front of the site, together with additional planting in planters and on the upper level terraces, would assist with carbon capture, interception of rainfall, and would contribute to air quality improvement through particulate removal and air pollution dispersal. These features will also encourage invertebrate species and integral bird nesting features would further enhance the ecological value of the site.
- 9.5.7 Consequently, the proposed development accords with relevant local and national sustainability policy and positively responds to the climate change emergency.

9.6 Amenity considerations

- 9.6.1 The proposed building would be located approximately 35m north of the Crowne Plaza hotel on the southern side of Wellington Street. With such a large intervening distance the new building would have no physical impact on the hotel. The building would be located a minimum of 15m from the corner of West One / Castle House to the east, and more typically, over 20m. Although the new development would result in some overshadowing of that property, as West One / Castle House is in office use and given the intervening distances and configuration of the site, the impact would not be harmful.
- 9.6.2 The proposed building line along Skinner Street is to be set back approximately 1.5m from that existing. Notwithstanding, as referred to by an objector, the taller building proposed would have a much greater impact in terms of overshadowing of the existing backpackers hostel, clinic and offices in the building on the northern side of Skinner Street. However, with a separation distance of 14.5 to 17m, the juxtaposition is considered acceptable given the nature of the uses and context. Similarly, if that site were to be developed in accordance with outline proposals for residential development (18/07209/OT) the arrangement is, on balance, considered acceptable in the context of a developing City Centre environment. There are no current proposals for the development of the cleared site to the west of Cropper Gate such that the acceptability of any proposals there would be considered on their merits at the time that any such application is made.
- 9.6.3 The demolition of the existing buildings and redevelopment of the site would inevitably result in some noise and potential disturbance to occupiers of nearby buildings. However, the impact of such would be mitigated through the implementation of measures which will be identified within a Statement of Construction Practice and which will be controlled by way of a planning condition. Further, ground floor leisure uses have the potential to create noise. Consequently, conditions are proposed to secure a sound insulation scheme and also to limit noise from plant and machinery.
- 9.6.4 Subject to the proposed conditions, the development would accord with Core Strategy policy P10 and saved UDPR policies GP5 and BD5.

9.7 Planning Obligations and CIL

- 9.7.1 A legal test for the imposition of planning obligations was introduced by the Community Infrastructure Levy Regulations 2010 (as amended in 2019). 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.
- 9.7.2 According to the guidance, unacceptable development should not be permitted because of benefits or inducements offered by a developer which are not necessary to make the development acceptable in planning terms.
- 9.7.3 Further to this, and taking adopted policy requirements into consideration, the proposed scheme produces the need for the following obligations which it is considered meet the legal tests:
- Compliance with agreed Green Travel Plan measures and a review fee of £21,163;

- 1 car club space to be provided on-street outside the site;
- A contribution of £13,505 for Car Club free trial;
- Contribution of £10,234 per space lost for removal of pay and display parking spaces outside the site;
- 24 hour public access around the periphery of the site;
- Local employment and training initiatives;
- Section 106 management fee (£2,250).

9.7.3 This development is liable to the Community Infrastructure Levy (CIL) and is likely to generate a CIL charge of £165,018.10. This figure is presented for information only, is not material to the determination of the application and therefore should not influence consideration of the application. The infrastructure requirements for this development are likely to relate to public transport. Consideration of where any Strategic Fund CIL money is spent rests with the Council's Executive Board and will be decided with reference to the Regulation 123 list (or Infrastructure Funding Statement as the case may be) at the time that decision is made.

9.8 Conclusion

9.8.1 The demolition of the existing, largely vacant, buildings and development of new office space, with supporting retail and leisure uses, would bring forward a more efficient use of the land and is acceptable in principle.

9.8.2 The proposed development would provide high quality, contemporary, architecture which would enhance the local townscape in this key gateway location.

9.8.3 The development of this sustainably-located site would have an acceptable impact upon highway and pedestrian safety, and provide sustainable transport choices.

9.8.4 The proposed development would incorporate numerous measures to ensure compliance with relevant local and national sustainability policy and, in so doing, would positively respond to the Climate Change Emergency.

9.8.5 The development would have an acceptable impact upon its neighbours and also provide opportunities for local employment both during its construction and subsequent use.

9.8.6 As a result, the development would accord with Core Strategy policies SP1, SP3, SP8, SP11, CC1, CC3, T1, T2, P10, EN1, EN2 and EN8, and saved Unitary Development Plan Review policies GP5, BD2 and BD5, and the NPPF. Accordingly, it is recommended that the application should be approved subject to the conditions specified in Appendix 2 and the completion of a Section 106 agreement comprising the obligations referenced and any others which it is deemed are required to make the development acceptable in planning terms and meet all national and local policy requirements.

Appendix 1 – Minutes of meeting of City Plans Panel 6th December 2018

The Chief Planning Officer submitted a report which set out details of a pre-application proposal for the demolition of existing buildings and the erection of proposed office development at land bounded by Wellington Street/ Grove Street, Cropper Gate, Skinner Street and Lisbon Street, Leeds.

Members visited the site prior to the meeting. Site photographs and plans were displayed and referred to throughout the discussion of the application.

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

- Site / location/ context
- City Centre location
- Demolition of existing buildings and creation of single building 11storey's in height rising to 18 storey's
- Relationship with the surrounding buildings
- 3 metres of pavement space to create improved setting
- Materials - Bronze anodised metal / glazing
- 132 car parking spaces, disable parking bays
- Electric vehicle charging points
- Cycle parking provision

Members raised the following questions:

- Referring to one of the CGI graphics, it was suggested that the top of the building appeared to be "a bit pointy" was this a true representation of the building
- Were there any proposals for the building to be carbon neutral/ achieve BREEAM Excellent standards
- Were there any proposals for outdoor space / landscaping

In responding to the issues raised, the applicant's representative and council officer's said:

- Members were informed the graphic was deceptive and other views provided a more accurate representation
- Members were informed that it was intended the building would achieve BREEAM Excellent standards, there was also a move to be innovative in respect of sustainable issues
- Members were informed that there was an intention to provide a high level outdoor terrace with landscaping, there was also a proposal for a roof top garden.

In offering comments Members raised the following issues:

- Members were generally supportive of the application

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

- Members considered the proposed scale of development and its relationship with the surrounding context was acceptable
- That following the submission of a formal application, Members requested that the application be brought to Panel for determination

The Chair thanked the developers for their attendance and presentation suggesting that Members appeared to be generally supportive of the scheme

RESOLVED –

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

Appendix 2 - Draft conditions 19/04905/FU

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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.

2 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.

3 Demolition and 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.

No works shall commence until a Statement of Construction Practice has been submitted to and approved in writing by the Local Planning Authority. The Statement of Construction Practice shall include full details of:

- a) access, loading and unloading of contractor's plant, equipment and materials;
- b) location of site compound and plant equipment/storage;
- c) workforce parking;
- d) the methods to be employed to prevent mud, grit and dirt being carried onto the public highway;
- e) measures to control the emissions of dust and dirt during construction;
- f) measures to mitigate the impact of plant, demolition and construction noise;
- g) measures that the contractor will employ to control runoff from site during the construction period; and
- h) how this Statement of Construction Practice will be made publicly available by the developer.

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

The carrying out of the development could result in significant harm to the amenities of local residents and/or highway safety and accordingly details of construction practice is required to be agreed prior to the commencement of works in order to protect such interests.

4 Prior to the commencement of demolition, documentation demonstrating the absence or total removal of asbestos from any buildings 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 landscaped 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 post-demolition development.

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 construction. 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.

5 The Phase I Desk Study report indicates that a Phase II Site Investigation is necessary, and therefore development shall not commence 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 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'.

6 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.

7 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.

8 Any soil or soil forming materials brought to site for use in 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.

9 The development shall be carried out in accordance with the submitted flood risk assessment (ref 01/08/2019/ Issue PO3/ Meinhardt UK Ltd) and finished floor levels shall be set no lower than 30.502 metres above Ordnance Datum (AOD). These mitigation measures shall be fully implemented prior to occupation. The measures shall be retained and maintained thereafter for the lifetime of the development.

To reduce the risk of flooding to the proposed development and future occupants.

10 No development, including below ground excavation near the public sewer, shall take place until details of the proposed building basement construction details relating to the 533 mm public combined sewer have been submitted to and approved by the Local Planning Authority. The works shall be undertaken in accordance with the details thereby approved.

In order to protect the sewerage infrastructure.

11 Prior to the commencement of works above the ground floor slab of the building a drainage scheme (i.e. drainage drawings, summary calculations and investigations) detailing the surface water drainage works as well as arrangements for its future maintenance (e.g. adoption by the Water Company) shall be submitted to and approved in writing by the Local Planning Authority. The maximum rate of discharge, off-site, shall not exceed 5 l/s, unless otherwise agreed with the Local Planning Authority. The works shall be implemented in accordance with the approved scheme before the development is brought into use.

To ensure sustainable drainage and flood prevention.

12 The development shall be brought into use/occupied until a SUDS management and maintenance plan for the lifetime of the development, including arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme, has been submitted to and approved in writing by the Local Planning Authority.

To ensure the continued operation and maintenance of drainage features serving the site and reduce the risk of flooding.

13 Prior to the commencement of works above the ground floor slab of the building 1:20 scale (or other appropriate scale) working drawings of the following features shall be submitted to and approved in writing by the Local Planning Authority:

- (a) curtain walling and metallic grid banding;
- (b) entrances and external doors;
- (c) soffits;
- (d) parapet and balustrade details; and
- (e) canopy on Cropper Gate.

The works shall be constructed in accordance with the approved details and thereafter retained unless otherwise agreed in writing by the Local Planning Authority.

In the interests of visual amenity.

14 Details and samples of all external facing building materials shall be submitted to and approved in writing by the Local Planning Authority prior to their installation. The samples shall include the erection of a full-size mock-up panel on site or in agreed location nearby. The external surfaces of the building shall be constructed in accordance with the details thereby agreed.

In the interests of visual amenity.

15 a) No works shall commence (including any demolition, site clearance, groundworks or drainage etc.) until all existing trees between Grove Street and Wellington Street 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, unless otherwise agreed in writing by the Local Planning Authority. Such measures shall be retained for the full duration of any demolition and/or approved works.

b) Seven days written notice shall be given to the Local Planning Authority that the protection measures are in place prior to demolition/ approved works commencing, to allow inspection and approval of the protection measures as implemented on site.

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.

To ensure the protection and preservation of trees that make a positive contribution to the character and amenities of the area.

16 The following on and off-site hard and soft landscape works shall not take place until full details have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- (a) proposed finished levels and/or contours including details of any changes to the line or level of the existing adopted footway around the site;
- (b) walls and retaining walls including to proposed planters;
- (c) other pedestrian access and circulation areas;
- (d) hard surfacing areas;
- (e) minor artefacts and structures (e.g., street furniture including seating and bicycle anchor points, balustrades, bollards, directional signs, external lighting and CCTV).

Soft landscape works shall include:

- (f) planting plans;
- (g) written specifications (including cultivation and other operations associated with plant and grass establishment);
- (h) tree pit and planter details;
- (i) schedules of plants noting species, planting sizes and proposed numbers/densities; and
- (j) implementation programme.

To ensure the provision of amenity afforded by appropriate landscape design.

17 Hard and soft landscaping works shall be carried out in accordance with the approved details. The hard landscape works shall be completed prior to the occupation of any part of the development. The soft landscape works shall be completed in accordance with the agreed implementation programme. The landscape works shall be implemented to a reasonable standard in accordance with the relevant provisions of appropriate British Standards or other recognised codes of good practice.

To ensure the provision, establishment and maintenance to a reasonable standard of landscaping in accordance with the approved proposals.

18 The development shall not be occupied until a plan, schedule and specification for landscape management during the establishment period has been submitted to, and approved in writing by, the Local Planning Authority. This shall include reference to planting and hard landscaped areas, including paving, seating and other features. The schedule shall identify the frequency of operations for each type of landscape asset and reflect the enhanced maintenance requirement of planted areas.

To ensure successful establishment and aftercare of the completed landscape scheme.

19 If, within a period of five years from the planting of any trees or plants, those trees or plants or any trees or plants planted in replacement for them is removed, uprooted, destroyed or dies or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective another tree or plant of the same species and size as that originally planted shall be planted at the same place in the first available planting season, unless the Local Planning Authority gives its written consent to a variation. If such replacements die within twelve months from planting these too shall be replaced, until such time as the Local Planning Authority agrees in writing that the survival rates are satisfactory.

To ensure the maintenance of a healthy landscape scheme.

20 If the development hereby permitted stops following demolition of the existing buildings a scheme detailing temporary landscaping for the site shall be submitted to and approved in writing by the Local Planning Authority within 3 months of the cessation of the works. The agreed temporary landscaping works shall then be implemented within 3 months of approval and thereafter maintained until development of the site recommences.

In order to avoid derelict sites in the interests of visual amenity.

21 Prior to the commencement of works above the ground floor slab a plan shall be submitted to and approved in writing by the Local Planning Authority which includes details of integral bird nesting features.

The agreed plan shall show the number and specification of the bird nesting features and where they will be located. All approved features shall be installed prior to first occupation of the site and retained thereafter, or in accordance with a programme for implementation submitted to and approved in writing by the Local Planning Authority pursuant to this condition.

To maintain and enhance biodiversity.

22 Prior to the commencement of off-site highways works illustrated on drawings (20) 100 P14 details of works comprising Traffic Regulation Order alterations, public realm improvement works to the Wellington Street frontage, footway resurfacing to all sides of the building and a 6m radius improvement at the junction Skinner St/Lisbon Street, shall be submitted to and approved in writing by the Local Planning Authority. The approved works shall be fully implemented prior to first occupation of the development.

In the interests of pedestrian and vehicular safety.

23 Notwithstanding the approved details full details of cycle/motorcycle parking and facilities shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved cycle/motorcycle parking and facilities have been provided. The facilities shall thereafter be retained for the lifetime of the development.

In the interests of sustainable travel.

24 Full details of Electric Vehicle Charging Points to be provided shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details prior to first occupation of the development and thereafter retained in accordance with the approved details

In the interests of sustainable travel.

25 Prior to completion of the building superstructure the proposed canopy facing Cropper Gate and a replacement, enclosed, bus shelter fronting Wellington Street shall be provided in accordance with the approved details. The facilities shall thereafter be retained and maintained unless otherwise agreed in writing by the Local Planning Authority.

In order to provide comfortable wind conditions around the development.

26 Any commercial A3 or A4 unit within the development shall not operate until a scheme to control noise emitted from the premises has been approved in writing by the Local Planning Authority and installed as approved. The scheme shall provide that the LAeq of entertainment noise does not exceed the representative background noise level LA90 (without entertainment noise), and the LAeq of entertainment noise will be at least 3dB below the background noise level LA90 (without entertainment noise) in octaves between 63 and 125Hz when measured at the nearest noise sensitive premises. The approved scheme shall thereafter be retained for the lifetime of the A3 or A4 development.

In the interests of amenity.

27 Plant and machinery operated from the site shall limit noise to a level no higher than the existing background noise level (L90) when measured at noise sensitive premises, 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 previously been approved in writing by the Local Planning Authority. The scheme shall be installed and retained thereafter in accordance with the approved details. The source of external lights should be designed to not be directly visible from nearby sensitive receptors.

In the interests of amenity and highway safety.

29 The development hereby permitted shall not be occupied until details for the provision of bin stores (including siting, materials and means of enclosure) and (where applicable) storage of wastes and access for their collection shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented in full before the use commences and shall be retained thereafter for the lifetime of the development.

In the interests of amenity and highway safety.

30 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 and the system shall be installed and maintained in accordance with the approved details and retained for the lifetime of the development.

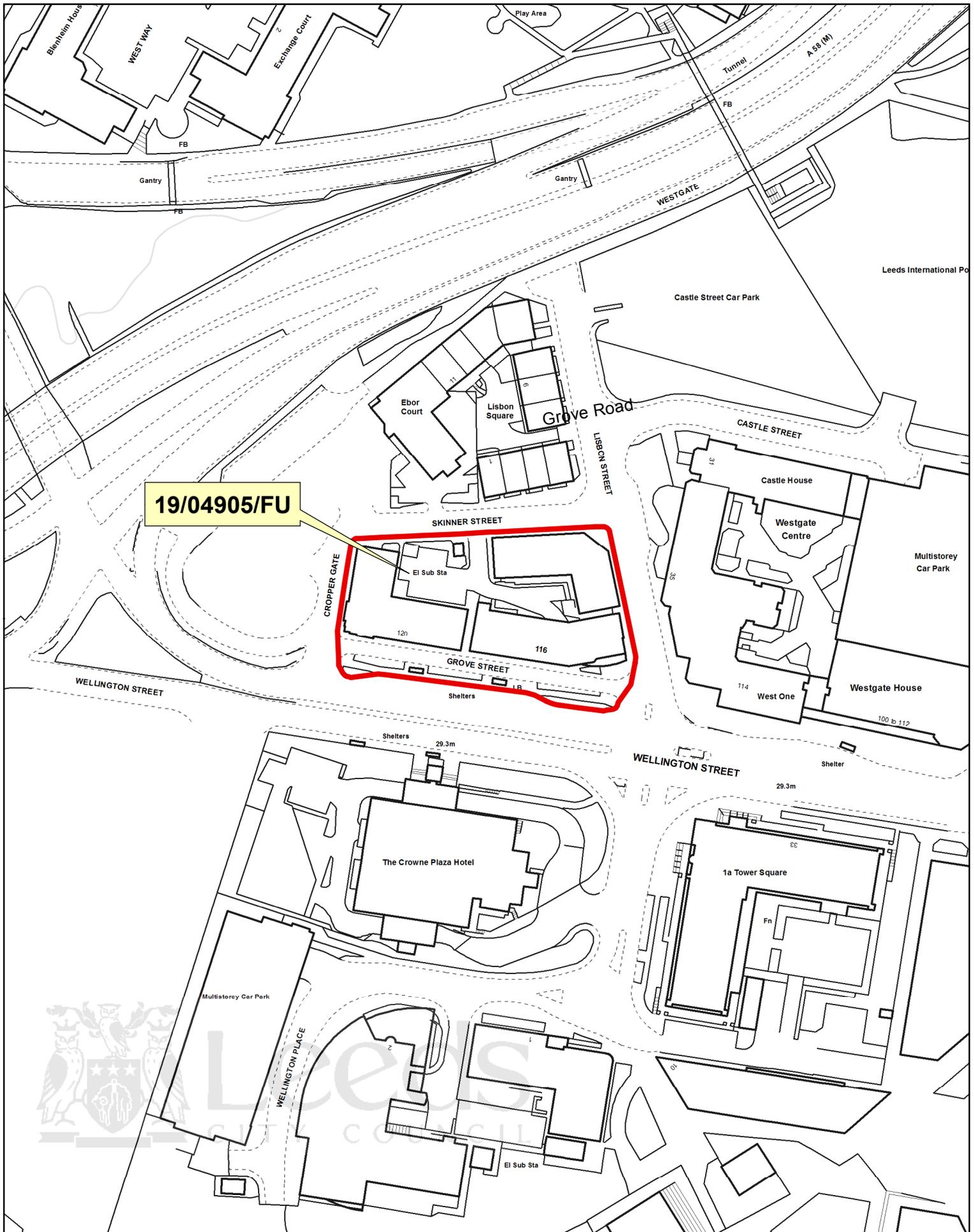
In the interests of amenity.

31 The total Use Class A1 floorspace shall be limited to a maximum of 372 square metres of floorspace and shall only be used for convenience shopping.

In order to protect the vitality and viability of the Prime Shopping Quarter.

32 Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that order with or without modification) there shall be no change of use of the premises to Class C3 as defined in the Town & Country Planning (Use Classes) Order 1987 (or any order revoking or re-enacting that order with or without modification) without the express planning permission of the Local Planning Authority.

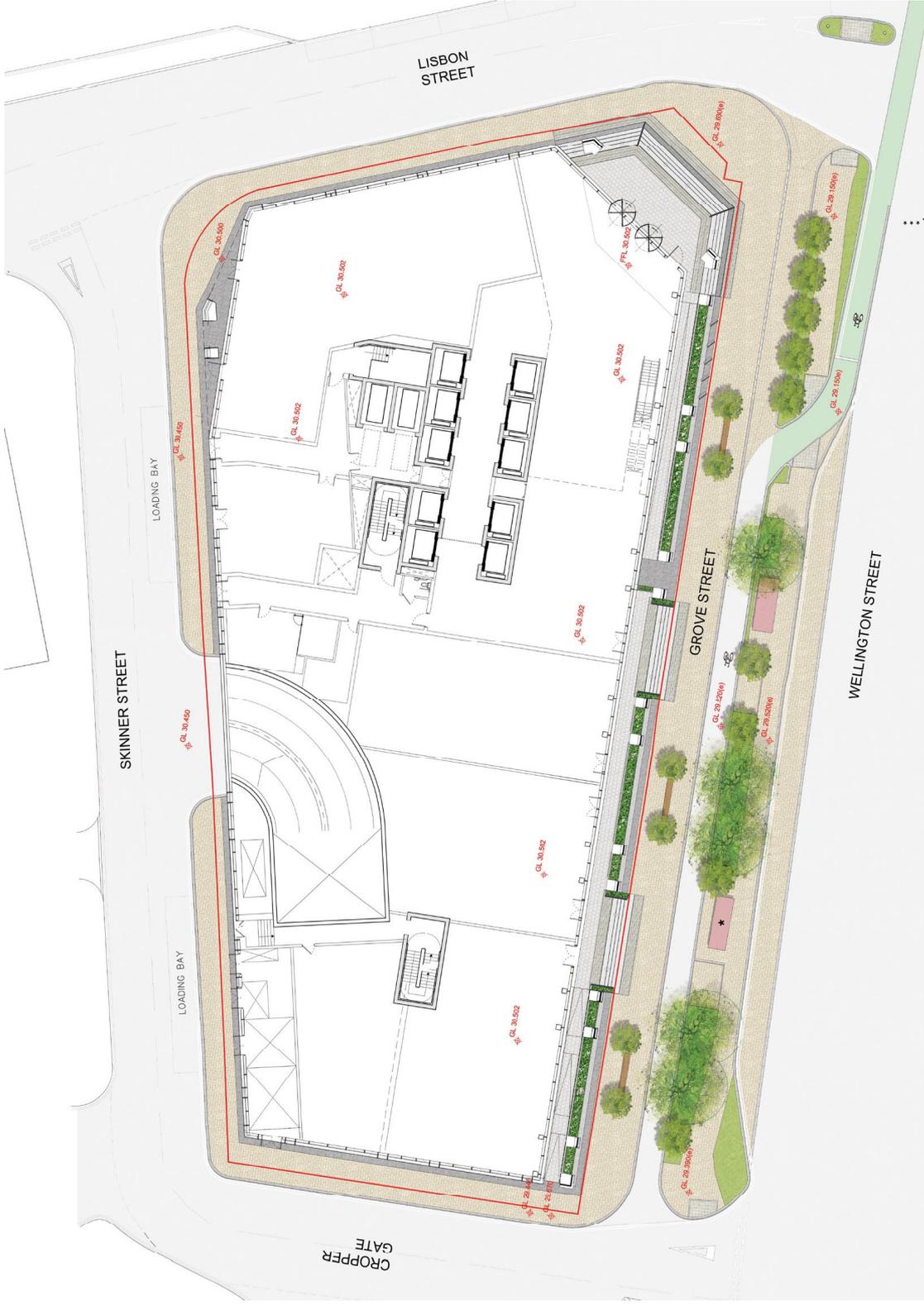
In order that the Local Planning Authority can retain control over uses which it considers could be harmful to the character of the area and the viability and vitality of the City Centre.



19/04905/FU

CITY PLANS PANEL





Key



Ownership Boundary
Demarcated with metal studs

Hardworks



High Quality Granite Paving
Paving colour mix to complement building façades/materials



Granite Edge Paving
Larger paving units around building edge and ramp thresholds



Perfecta Paving
LCC Approved



Granite Steps
Granite steps with contrasting visibility strips



Corduroy Paving
Contrasting colour granite corduroy units to top and bottom of steps



Concrete Kerb
Kerbs to match existing / surrounding highway kerbs



Raised Planters
Raised planters with wall seating to Wellington Street

Softworks



New/Existing Grass



Proposed Ornamental Shrub Planting



Feature Planters



Existing Planters



Proposed Trees

Street Furniture



Bench Seating



Existing Bus Shelters
*Inc. (west) to be enclosed to metro standards.