



Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 20th February 2020

Subject: RESERVED MATTERS PROPOSAL FOR APPEARANCE, LANDSCAPING, LAYOUT AND SCALE FOR OFFICE BUILDINGS AT NO.'S 11 & 12 WELLINGTON PLACE WITH GROUND FLOOR COMMERCIAL UNITS (A1, A2, A3, A4, A5, D1, D2, B1(a)) AND BASEMENT GYMNASIUM & CAR PARKING AT PHASE 2, WELLINGTON PLACE, LEEDS LS1 4AP. PURSUANT TO OUTLINE APPLICATION REF. 18/07929/OT (APP. REF. 19/06879/RM)

APPLICANT: HERMES WELLINGTON PLACE SITE 2 GP LTD

<p>Electoral Wards Affected:</p> <p>Hunslet and Riverside</p>	<p>Specific Implications For:</p> <p>Equality and Diversity <input type="checkbox"/></p> <p>Community Cohesion <input type="checkbox"/></p> <p>Narrowing the Gap <input type="checkbox"/></p>
<p><input type="checkbox"/> Yes <input type="checkbox"/> Ward Members consulted</p>	

RECOMMENDATION:
GRANT Approval of Reserved Matters (appearance, landscaping, layout and scale) for application 19/06879/RM pursuant to original outline planning permission and conditions - App. Ref. 18/07929/OT

1.0 INTRODUCTION:

1.1 A pre-application presentation was delivered to Members providing details of the Reserved Matters proposals relating to appearance, landscaping, layout and scale of Buildings 11 & 12 Wellington Place at City Plans Panel on 19th September 2019. These would be the first buildings proposed as part of the outline scheme for Wellington Place Phase 2, approved in November 2019 under outline planning permission 18/07929/OT. Members received the scheme positively and the minutes of the relevant City Plans Panel meeting are set out in the report below.

2.0 SITE AND SURROUNDINGS:

2.1 This site is located in the centre of Wellington Place, to the north of the recently completed Government Office Building at 7 & 8 Wellington Place and fronting the

main pedestrian east/west route which runs through the site from Northern St in the north-east, to the listed viaduct and River Aire in the west.

- 2.2 The character of the existing completed buildings on Wellington Place are of a similar architectural style with stone elevations and strong fenestration patterns with vertical emphasis towards the top of the buildings, where the roof slopes are a dominant feature. The scale of the buildings varies from 4 to 9 storeys.
- 2.3 Across the remainder of the site, key areas of public realm have been provided – most notably Tower Square, which is immediately to the east of the approved development plot for Building 11. The application site and surrounds have now been hoarded off in preparation for a start on site with some bracing up of the existing concrete slab having already taken place. To the east of this, Building 4 is currently under construction and due for completion in the middle of this year. Building 4 is the first building to break with the dominant architectural style as it is to consist of a series of vertical bands of glass, stone and bronze coloured metal cladding, although it retains the signature sloping roof form.
- 2.4 To the west is a temporary surface car park fronting the River Aire and to the north are the office buildings No.'s 1 & 2 Wellington Place. Beyond these is the first phase of the scheme on the former Yorkshire Post site, which is currently under construction for 242 residential units in a building up to 18 storeys in height.

3.0 PROPOSAL

3.1 Background

The site is part of the recently granted outline permission ref 18/07929/OT for Phase 2 of Wellington Place (City Plans Panel 27th June 2019) and Buildings 11 & 12 are two of the six plots comprising that scheme.

The Phase 2 scheme as a whole allows for an overall maximum quantum of development totalling up to 150,407 sqm Gross External Area for each the following:

- 76,783 sqm office floorspace (use class B1a)
- 23,443 sqm residential floorspace (use class C3)
- 12,868 sqm hotel floorspace (use class C1)
- 4,608 sqm flexible uses including retail (use class A1); financial and professional services use class A2); restaurants and bars (use class A3 and A4); hot food takeaway (use class A5); business floor space (use class B1); non-residential institution (use class D1) assembly and leisure (use class D2).
- Remaining floorspace is Multi Storey Car Park and basement car parking areas.

- 3.2 Scale and footprint: The proposed heights of Buildings 11 & 12 are set at 10 and 11 storeys respectively, which reaches the maximum heights defined on the parameter plans approved by the outline permission. The footprints are within those set out in the outline, which means that there is a corresponding increase in the amount of open space which is located mostly to the north of the proposal.
- 3.3 Buildings 11 & 12 are joined together with a glass sided link-bridge containing additional office floor space. The central link block is set back from the primary elevations of the building by 8m to reduce its visual impact and occupies levels four-to-nine only, in order to create a covered pedestrian route below, which is landscaped and is the location for the main entrances to both buildings.

- 3.4 Uses: The scheme results in a combined building proposal which includes:
- 21,262 sqm office floorspace (use class B1a) at first floor level and above
 - 1,469 sqm flexible commercial uses (uses classes A1, A2, A3, A4, A5, B1, D1 and D2) at ground floor level
 - 683sqm Gym unit in the basement
 - 41 car parking spaces below the building (incl. 2 disabled, 4 Electric Vehicle Charging (EVC) spaces of which 1 is a disabled space) at basement level
 - 17no. motorcycle spaces at basement level and 22no. short stay cycle parking spaces at street level
 - 142no. long stay cycle parking spaces (two-tier racking and Sheffield stands) at basement level; and
 - associated plant, storage, hard and soft landscaping.
- 3.5 Design: This proposal adopts a different design language to the majority of the buildings which have already been completed at Wellington Place. In this case, references to both the listed Lifting Tower and Viaduct stonework have been made which manifests itself as a giant order 'brick-bond' pattern with deep relief to add shadowing and detail. This is expressed in bronze metal framing with silver coloured metal linings to add emphasis. These colours are a reference to the colour of the rail-tracks which previously occupied the site.
- 3.6 The base of the buildings contains a series of vertical columns which become a colonnade around the primary south-western and south-eastern corners. The upper floors are in the brick-bond pattern described above and the top is expressed with a roof 'slope' and an extruded vertical oriented elevational treatment, which is the Wellington Place design motif.
- 3.7 The ground floor corner recesses open views to both the existing Tower Square and the proposed Viaduct Square. This provides a less formal edge to the northern side of the main pedestrian route through the site which provides a contrast to the linear frontage to Buildings 7 & 8, now in evidence to the south. Roof top levels will contain terraces overlooking Tower Square and Viaduct Square and smaller external terraces are introduced at the corners of intermediate floors in order to provide some elevated landscaping.
- 3.8 The main entrances to both buildings are to be located facing into the area below the bridge. This is intended to activate this space along with the ground floor commercial uses which face into it. Planters containing trees are to be located under the bridge structure which will provide a unique design feature. In addition a feature soffit is to be created beneath the bridge of gently folded planes clad in small metal panels and lit from the perimeter. Entrances to the commercial units at ground floor level will be framed by wind mitigation screens to either side which is a recommendation of the wind report. These will no longer be required once the buildings to the west are constructed.
- 3.9 Landscaping: The area around the base of the buildings will be landscaped using a palate of high quality materials and natural products including granite and stone to match those on the existing Wellington Place estate. There are also raised planters which will be used to locate soft landscaping and grass. Trees will be planted in these planters as well as in the verges to the service road. The landscape plan submitted indicates that Birch, Pine, Cherry and Beech are amongst the species to be used. Of these, 19 no. trees will be planted along the service road, 9no. will be

planted between the buildings below the bridge and 19no. will be planted along the western side. The set back of the building to the north creates a wider pedestrian zone which contains as much landscaping as possible, whilst still allowing this side of the building to function as the primary services interface. As stated above, this landscape treatment will also be taken into the route between the buildings with the intention of enlivening and animating this space whilst relating it to the remainder of the perimeter landscaping. In the area to the west of the building a wide landscaping strip will be used to locate external gym equipment and picnic tables and benches as well as other seating.

- 3.10 Parking and Servicing: The access to the basement car park is to be provided via a ramp located at the north-western corner of Building 12. The basement will contain 41no. spaces, (incl. 3no. disabled, 4no. EVC spaces and 1no. EVC disabled space), showers and changing facilities.
- 3.11 As set out above, servicing will be undertaken from the proposed loop road to the north. The road will operate on a two-way basis for cars accessing the ramp to the basement. However, east of this point, the road will operate one-way eastbound, with retractable bollards to restrict access to delivery and refuse collection vehicles for Buildings 11 & 12 only. The exit manoeuvre on to the highway would be similarly controlled by retractable bollards. Servicing activity to the office and the ground floor uses will be infrequent, is anticipated to be a small number of vehicles per day and will be managed by MEPC in a manner consistent with the existing Wellington Place estate. An additional vehicle route to allow access to future development to the south and west, including a hotel, is also proposed running along the western side of Building 12. This would also be landscaped and surfaced to align with the perimeter of the site.
- 3.12 Sustainability and Climate Change: The proposal is expected to achieve BREEAM 'excellent' and a number of measures would be employed to ensure sustainability targets are met. These include:
- The reduction of energy and carbon emissions throughout the site, implemented through an energy hierarchy which prioritises reduced energy use over all. In this case photovoltaic arrays will be used located on the roof.
 - Energy consumption will be reduced through passive design measures including high standards of insulation, high performance glazing, low levels of air permeability and the utilisation of solar shading.
 - High levels of energy efficiency will be achieved through intelligent lighting controls, LEDs, heat recovery and efficient lifts.
 - Water consumption will be reduced through efficient fittings, leak detection and water metering.
- 3.13 The goal is to improve the health and wellbeing of the building's occupiers and visitors, which would be enhanced through high levels of indoor air quality; careful consideration of thermal comfort; accessible design measures; safety and security and a wide range of amenities and outdoor space including gym equipment. The number of car parking spaces has been reduced to 41no. and 142 cycle spaces are provided which reduces reliance of the scheme on the private motor vehicle.

4.0 RELEVANT PLANNING HISTORY

- 4.1 The Phase 2 outline planning permission was approved in November 2019 (App ref. 18/07929/OT). There is a section 106 legal agreement in place comprising obligations for affordable housing, a pedestrian link up to the viaduct, a bridge over

the River Aire, 24 hr access to open space, highway works contribution, Travel Plan Fund, connection through to the neighbouring former Yorkshire Post site, Car Club trial fund, car park management plan and employment and training opportunities.

4.2 Members were presented the pre-application for Buildings 11&12 in September 2019. The minutes of the meeting reference the following points:

- Members were supportive of the colour pallet but sample material panels would require submission
- One Member suggested that the buildings would benefit from lighter coloured materials to help reflect daylight
- One Member stated that the appearance of the soffit to the central walkway was uninspiring
- Generally Members were of the view that the proposed elevations, as described and presented, were of sufficient quality to be acceptable in this location
- Members were of the view that more detail of the landscaping proposals was required
- Members considered the parking and servicing provisions, as described and presented, were appropriate and acceptable

5.0 CONSULTATION RESPONSES

5.1 Highways Services: The public realm around the building is an extension of that provided across Wellington Place and so provides good walking and cycling connections to the surrounding highway network and public transport.

The vehicle access arrangements are as agreed and are therefore acceptable. The basement car park will be accessed from Wellington Place via a two way road, this will ultimately provide access to the MSCP and link to the through route to Whitehall Road which is as anticipated.

Servicing and refuse collection will take place from the service road on the north side of the building, the road will be private with controlled access.

The floor area of the building would justify a maximum of 149no. car parking spaces whereas the actual provision in the basement is 41no. car parking spaces.

Disabled and EVCPs are provided in accordance with policy for the number of basement car park spaces.

142no. cycle parking spaces are provided in the basement, 12no. using Sheffield stands and the remaining 130no. in double-stackers and this form of provision is acceptable. The 22no. Sheffield stand spaces on the surface are acceptable.

Influencing Travel Behaviour: No objection – the scheme is part of the wider Wellington Place Travel Plan measures and has cycle parking and related facilities in the basement.

Access: Use of sliding doors to the main access points is acceptable and these align with the area around the building which is at-grade and links into the existing Wellington Place estate. Disabled parking spaces are located in the basement and best practice is to be used in respect of marking safe zones in the car park, seating in public areas, wayfinding methods and for manifestations on glazing.

Sustainability - Contaminated Land: Conditions and Directions were applied to parent application 18/07929/OT and this will control contaminated land issues.

Sustainability – Nature: No objection

Sustainability – Conservation: The approach taken to the design is more contextual than the immediately adjacent blocks. As such it will act as a visual link between the viaduct and lifting tower, helping to weave together these disparate monuments of railway architecture, enhancing the setting of the heritage assets.

Environmental Studies – Air Quality: No objection. Changes in NO₂ concentrations as a result of gas boilers in the building are expected to be negligible.

Environment Agency: Have no objection in principle as conditions were imposed on the outline planning permission. Notably condition 14 which controls minimum finished floor and basement access levels which exceed the minimum requirements thus providing a high level of flood protection for the development's lifecycle. The applicant is aware that robust resilience and resistance methods should be incorporated into the design of these plots given commercial uses at the lower levels of the building.

L.C.C. Flood Risk Management: The proposed site is located within The Environment Agency's Flood Zone 3. The site is subject to conditions attached to the outline proposal.

Wind – Peer review carried out by RWDI on behalf of LCC: The wind study carried out is qualitative in line with Condition 20 of the outline permission. Due to the exposed nature of the site and the height of proposed buildings, the study identifies windy conditions around the western corners of Plot 12, which RWDI agree with. The submitted study notes that all main entrances of the building have been placed in sheltered parts of the site, and recessed to improve pedestrian comfort.

Further work carried out has resulted in the ground floor commercial unit entrances having wind mitigation screens located to either side of each entrance in order to make the wind conditions suitable for their use and location. In the future, on completion of the future phase of the Wellington Place development to the south and west, these screens could be removed. Elsewhere the conditions are expected to be acceptable for walking access, and on the rooftop the conditions are acceptable for "good weather use", which is interpreted to mean occasional use during summer. RWDI agrees with these assessments. When the cumulative schemes are fully built, they will provide vital shelter to the current proposal.

In conclusion, the submitted wind study predicts that all conditions around the site will be safe for users, and comfort conditions are acceptable for the intended uses. RWDI agree with this conclusion based on their professional experience.

6.0 RESPONSES FROM PUBLIC

- 6.1 Leeds Civic Trust have provided comments in support of the application. They particularly welcome the flexible commercial uses proposed for the ground floors which they consider would provide active frontages. They also consider that the landscaped areas could have additional soft landscaping to further support their use linked to the active frontages. *(Officers would point out that additional landscaping has been added since these comments were made, particularly to the north of the building).*
- 6.2 Letters of objection have been received from the occupiers of 2 residential units within the Whitehall Waterfront building which is approximately 150m to the south of the application site. These object to the proposal on the following grounds:

- Loss of light in the late afternoon evening to windows and balconies
- The proposal would create noise and disruption to the area from construction works
- More offices, bars and restaurants will lead to more noise and anti-social behaviour
- The Wellington Place development is too dense and reduces the open character of the area by creating a concrete wall on Whitehall Road
- The new office building at 7&8 Wellington Place has eroded occupier's privacy and this proposal would further erode privacy.
- The existing road network will be over capacity due to the increased traffic brought to the area leading to a reduction in air quality
- The new development builds on existing surface car parks so does not consider there is sufficient car parking in the area to cope with the increased demand.
- Existing office buildings are empty so question the need for further floor space.
- This has devalued their property value
- Loss of view

6.3 Officer Response: One of the objections was submitted with a diagram which set out how the proposal would impact on the views from the objector's flat. From this diagram officers noted that the objections raised were to Wellington Place Phase 2 Building 9 fronting Whitehall Rd (which is part of the recently approved outline scheme), rather than to Buildings 11 and 12 which comprise the current application. The application building is approximately 150m away from Whitehall Waterfront to the north and on the opposite side of the Government office building. It would therefore be expected to have no impact on Whitehall Waterfront in respect of loss of light, over-looking and loss of privacy.

It is also noted that there is an approved development plot between Whitehall Waterfront and Whitehall Road which is not on Wellington Place. When constructed this would obscure much of the Wellington Place development from Whitehall Waterfront in any event, so it is only in the interim that residents have the benefit of a more open aspect.

In respect of other matters e.g. proposed uses, building density, open space, road network capacity and car parking, these matters were considered as part of the outline approval for which permission has already been granted.

Construction hours are restricted by condition 32 on the outline permission to 0730 to 1800 hours Monday to Friday and 0900 to 1600 hours on Saturdays with no works on Sundays and Bank Holidays.

Finally, both the loss of view and impact on property values are not material planning considerations.

7.0 RELEVANT PLANNING POLICIES

7.1 The outline scheme has already been approved in principle by Members therefore this report is not seeking to reconsider all matters relating to the outline proposal. The matters under consideration as part of the reserved matters application are those relating to appearance, landscaping, layout and scale. Hence the policies

referenced below are those considered to be relevant to the matters under consideration.

7.2 Development Plan

7.2.1 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 in this case, the Development Plan for Leeds currently comprises the following documents:

- The Leeds Core Strategy (2014) (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)

7.2.2 The Adopted Leeds Core Strategy (2014) (amended by selective review 2019)

This sets out strategic level policies and vision to guide the delivery of development decisions and the overall future of the district. The site is located within the City Centre defined boundary. Relevant Core Strategy policies include:

- Policy P10 requires new development to be based on a thorough contextual analysis to provide good design appropriate to its scale and function, delivering high quality innovative design and enhancing existing landscapes and spaces.
- Policies EN1 and EN2 – sustainability policies which seek to reduce total predicted carbon dioxide emissions and provide low carbon energy sources.
- Policy CC3 Improving connectivity: Requires developments which are appropriately located to improve connections within the city centre and to the adjoining neighbourhoods in order to improve access to jobs and services, encourage walking and cycling and improve safety.
- Policy T1: Transport Management states that support will be given to the following management priorities: (iii) support wider sustainable travel objectives; limiting the supply of commuter parking in areas of high public transport accessibility e.g. the city centre; delivering park and ride facilities.
- 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. New infrastructure may be required on and off site to ensure adequate access to public transport and for cyclists and pedestrians; developer contributions may be required to the highway network and pedestrian and cycling infrastructure; parking to be provided in accordance with current guidelines.

Other relevant policies are:

Spatial Policy 13 strategic green infrastructure

G5 open space provision in the city centre

P11 heritage

P12 landscape

7.2.3 Leeds Unitary Development Plan Review 2006 (UDPR) – Saved Policies

Relevant Saved Policies include:

GP5 all relevant planning considerations
BD2 design and siting of new buildings
BD4 plant equipment and service areas
BD5 all new buildings to be designed with consideration given to their own amenity and that of their surroundings, including useable space, privacy and satisfactory daylight and sunlight.
LD1 landscaping
N23 space around new buildings

7.2.4 Leeds Natural Resources and Waste DPD 2013 (NRWLP)

NRWLP is part of the Local Development Framework and was adopted by Leeds City Council on 16th January 2013. NRWLP sets out where land is needed to enable the City to manage resources, like trees, minerals, energy, waste and water over the next 15 years, and identifies specific actions which will help use natural resources in a more efficient way. Relevant policies include:

Water 1 water efficiency
Land 1 contaminated land
Land 2 development and trees

7.3 Supplementary Planning Documents

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

7.4 National Planning Policy Framework (NPPF)

7.4.1 The NPPF, working in conjunction with the National Planning Practice Guidance (NPPG), outlines the national planning policies for England and how these are expected to be applied. One of the key principles running through the NPPF is a presumption in favour of Sustainable Development set out in three parts: Economic, Social and Environmental. The revised NPPF now seeks to tighten definitions on the presumption in favour of sustainable development and increases the emphasis on high-quality design and place-making.

Section 12: Achieving Well-designed places

Paragraph 127: Planning policies and 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.

Section 16: Conserving and Enhancing the Historic Environment

Para 190: Local Planning Authorities should seek to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

Para 192: In determining applications, Local Planning Authorities should take account of the desirability of new development making a positive contribution to local character and distinctiveness.

Para 193: 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).

8.0 KEY ISSUES

- Scale & Form
- Elevational treatment
- Landscaping
- Parking and Servicing
- Sustainability and Climate Change

9.0 APPRAISAL

9.1 Scale and Form

The height of the buildings, at 10 and 11 storeys, and associated roof slopes, have been set to be consistent with the parameter plans submitted as part of the outline approval. The building would be 16m away from the government office which is 7 storeys tall and to the south. To the north, the proposal is 12-18m away from Buildings 1 & 2 at their closest points, although given the angle of these buildings this widens to a greater distance for most of their length.

- 9.2 It is considered that these relationships between neighbouring office buildings achieves sufficient space about them to meet the objective of creating a well-planned environment in accordance with Core Strategy Policy P10, saved UDPR Policy N23 and NPPF Para 127. The proposed heights of the buildings are in line with the parameters agreed as part of the outline and so already have Member approval and are unchanged from the pre-application presentation.

9.3 Elevational Treatment

The elevational treatment uses one of the most identifiable patterns in construction, the 'brick-bond', and reinterprets it at a giant order scale. This is considered to be a novel and interesting method of referencing the original railway heritage assets in the area. The use of a simple palette of bronze, silver and glass helps to express this simply. Since the pre-application presentation the architects have carried out

further work on emphasising the articulation in the elevational treatment and this work has been combined with the choice of materials. Bronze and Silver cladding, both with a metallic sheen, has been chosen to provide the main frame and the sub-frame respectively. As requested by Members samples of this material, along with coloured sample boards, will be provided for Members to view at Panel.

9.4 Building 11 acts as a back drop to the Lifting Tower and, when combined, Buildings 11 & 12 occupy the route from the Tower to the Viaduct. Therefore, the proposal will act as a visual link between these two prominent listed structures. It is considered that due to their form they would also have a successful relationship with the more recently-developed Wellington Place buildings. Therefore, the contextual approach taken to the design is supported by officers and is in accordance with conservation objectives set out in Section 16 of the NPPF.

9.5 Work has also been carried out to develop the design of the soffit area on the underside of the bridge. It is considered that the subtle folding of the planes along with the use of a small scale metallic panel and lighting, cast from discreet fixings to either side of the main building, would provide an interesting, modern and high quality treatment appropriate to its setting. This is considered to be acceptable in accordance with Core Strategy Policy P10 and NPPF Para 127.

9.6 Landscaping

The high quality granite and stone treatment already approved on Phase 1 of Wellington Place is both an attractive and durable surface. The main route through the site has already been constructed as part of Buildings 7 & 8 to the south and so the current proposal is set out to interface with this route which already contains landscaping. The planting to be provided along the other sides of the application site would extend this high quality treatment and add character to the appearance of these pedestrian dominated streets. The location of external gym equipment and picnic tables will also add to life and activity along the western side of the building.

9.7 Details of the landscaping and materials are controlled by condition, however, the landscape architects have provided details at this stage and it is intended to use 47no. trees to ensure a high level of impact from the outset. As referred to above, it is also positive that new trees are to be located along the northern route which is close to where the vehicular activity would occur. This contributes to carbon capture and wider environmental objectives. At the main northern entry point is a landscaped retaining wall holding the development name plate which is a novel and unique solution to the treatment of the retaining wall, required as part of the flood defences.

9.8 The construction of these new routes and spaces associated with the buildings, in addition to those already provided as part of Phase 1, will go a long way to providing an extensive network of pedestrian corridors and landscaped areas at Wellington Place in accordance with Core Strategy Policy P10 and Section 12 of the NPPF. After this scheme is completed it is only the routes along the river frontage which remain to be constructed before Wellington Place is complete.

9.9 Parking and Servicing

The 41no. spaces to be provided within the basement is well within the maximum number of spaces which could be provided under the Car Parking SPD Guidelines. As set out above, these will contain the required number of disabled spaces, with EVCP's, cycle and motor-cycle parking as well as showers all to be made available within the basement area. It is considered that this provides sufficient facilities, in support of the sustainable transport objectives of Core Strategy policies T1 and T2,

to be considered acceptable. The arrangement also means that there will be no requirement for an additional basement access point to Building 11, which is fully supported.

9.10 The principle of the loop road has been established by the outline permission and the building lines for Buildings 11 & 12 allow more space to be created along this route, which will benefit its ongoing efficient operation. As set out above in the Highways Services comments, the servicing arrangements along the internal loop road are considered to be acceptable. Few vehicle movements are expected per day and these will be managed by site operatives. The potential for a taxi drop off to Building 13, utilizing the route to the west of Building 12, is also considered acceptable.

9.11 Access

The proposal is for all of the area around the building to be at grade and so there are no areas of the site where those with mobility restrictions would be prevented from accessing. As the car park entrance is in the north-western corner of the site most of the area around the building is pedestrianised. This means the potential for pedestrian and vehicle conflict is reduced to a minimum. The two main entrances are detailed with curved sliding doors, which have been used across other parts of the estate. This means that both able-bodied and disabled can use the same doorway when accessing the building from its two entrances. The rolling out of the existing Wellington Place access strategy to cover this proposal is in accordance with wider accessibility objectives and is supported by officers.

9.12 Sustainability and Climate Change

Members will be aware that the Council declared a Climate Change Emergency in 2019. Existing planning policies seek to address the issue of climate change and sustainability by ensuring that development proposals incorporate measures to reduce the impact on non-renewable resources.

9.13 The proposal seeks to achieve BREEAM 'Excellent' for this proposal. Energy consumption will be reduced through high standards of building fabric, low levels of air leakage and efforts will be made to increase the thermal mass of each building. Energy will be used efficiently and an 'intelligent controls' strategy will be used in each building. The renewable energy source will be a photovoltaic array located on the roof. Heat recovery will be employed on mechanical ventilation systems and LED lights will be used. This accords with the objectives of Core Strategy policies EN1 and EN2 and the wider sustainability objectives of the NPPF.

9.14 As set out above, EVCPs would be provided in accordance with Policy EN8, comprising 4no. EVCP spaces, of which 1no. is disabled accessible.

9.15 In addition, the building contains high levels of cycle parking and showers to support sustainable modes of transport in accordance with Core Strategy Policy T2, as well as being part of the wider Wellington Place scheme that would deliver a new bridge link across the River Aire to the Trans-Pennine cycle route along the canal, car club spaces and land for the continuation of the cycle route along Whitehall Road, all in line with wider sustainability objectives and Policies T1 and T2 of the Core Strategy.

10.0 **CONCLUSION:**

10.1 Officers consider that the rationale to vary the predominant architectural treatment used across the site thus far, is the correct one here, given the references made to the listed structures in the vicinity. At the same time the proposal has sufficient

references back to the existing Wellington Place buildings to mean that it will sit well with its neighbours, with the height, massing, and raking roof slope being motifs of the wider scheme.

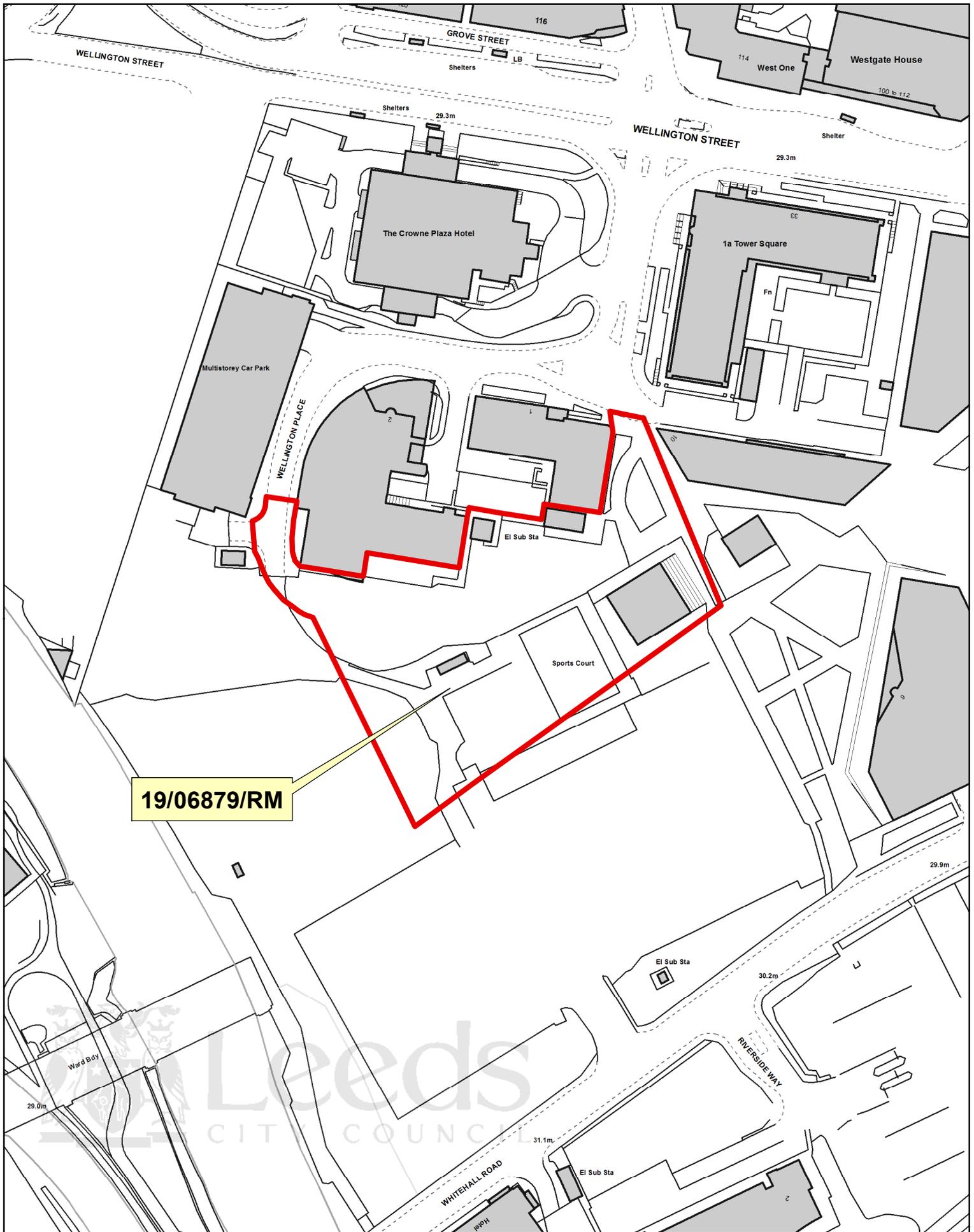
- 10.2 In respect of the details for Building 11 & 12, officers consider that the proposals put forward by the applicant are appropriate and that the details relating to appearance, landscaping, layout and scale are acceptable. This phase continues to ensure delivery of a key development within the city that brings numerous benefits to the surrounding area in respect of uses, improved environmental quality and employment opportunities. The proposal is policy compliant and therefore officers are in support of this application for approval of reserved matters being granted.

BACKGROUND PAPERS:

Pre-application file: PREAPP/19/00123

Application file: Original Outline approval: 06/06824/OT

Application file: Approved in principle outline for Phase 2: 18/07929/OT



19/06879/RM

CITY PLANS PANEL

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SCALE : 1/1500



- NOTES:**
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 2. Always work to stated dimensions.
 3. All dimensions are in millimetres unless otherwise stated.
 4. All setting out, levels and dimensions to be agreed on site.
 5. The dimensions of all materials must be checked on site before being laid out.
 6. The drawing must be read with the relevant specification clauses and detail drawings.
 7. Order of construction and setting out to be agreed on site.



- FINISHINGS**
- Natural stone paving type 1**
Large natural stone paving (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Natural stone paving type 2**
Medium natural stone paving (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Natural stone paving type 3**
Small natural stone paving (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Natural aggregate concrete paving**
Natural aggregate concrete paving (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Concrete Paving Slabs**
Concrete paving slabs (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - HMA Surfacing**
Hot Mix Asphalt (HMA) surfacing (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Tactile paving**
Tactile paving (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Artificial turf surface**
Artificial turf surface (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Gravel**
Gravel (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water

- SITE FURNITURE**
- Benches**
Benches (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Tables**
Tables (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Planters**
Planters (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Lighting**
Lighting (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Waste Bins**
Waste bins (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Cycle Stands**
Cycle stands (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Existing Cycle Stands relocated**
Existing cycle stands relocated
 - Screen and mitigation banks**
Screen and mitigation banks (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - No Enclosures**
No enclosures (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Covered Cycle Storage**
Covered cycle storage (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Outdoor table tennis**
Outdoor table tennis (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Outdoor football table**
Outdoor football table (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Outdoor gym equipment**
Outdoor gym equipment (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Shedding shed**
Shedding shed (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Clubs & stainless steel balltraps**
Clubs & stainless steel balltraps (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Existing picnic benches relocated**
Existing picnic benches relocated

- SOFTWORKS**
- Proposed Tree Planting**
Proposed tree planting (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Proposed Herbaceous Planting**
Proposed herbaceous planting (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Proposed turf area**
Proposed turf area (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Existing planting retained**
Existing planting retained
 - Instant hedging 1.2m high**
Instant hedging 1.2m high (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water
 - Existing trees retained**
Existing trees retained
 - Green outdoor wall - to retaining edge**
Green outdoor wall - to retaining edge (e.g. granite, limestone, sandstone, slate, travertine, marble, etc.)
Laid on concrete sub-base with expansion joints
Grout: 1:1:6 cement:sand:water

Revision	Date	Description	Drawn	Approved
S4-P07	24-01-20	Stage 3 contract issue	SAB	KR
S2-P06	10-01-20	Information	SAB	KR
S2-P05	05-01-20	Information	SAB	KR
S4-P04	03-12-19	Stage approval	SAB	KR
S3-P03	19-11-19	Review and Comment	SAB	KR
S4-P02	11-10-19	Planning	SAB	KR
S4-P01	27-09-19	Stage approval	SAB	KR

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Client: Hermes Wellington Place
Site 2 GP Limited

Project: Plots 11&12 Wellington Place

Drq Title: Landscape Masterplan

Created on: 27.09.19
Created by: SAB
Approved by: KR

Scale: 1:200
Size: A0
Workstage: Stage 3

Drq No: 2057-PLA-XX-XX-DR-L-0003
Suitability: S4
Revision: P07

