



Report of the Chief Planning Officer

CITY PLANS PANEL

13th February 2025

Application for outline planning permission for erection of a university building (Use Class F1) with all matters reserved at land to the north-west of Portland Crescent and north-east of the Rose Bowl Building, Leeds LS1 3HB

Applicant – Leeds Beckett University

Reference - 24/05830/OT

Date valid – 8th October 2024

Target date – 28th February 2025

Electoral Wards Affected:

Little London & 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 resolution of outstanding wind issues, the specified conditions set out in Appendix 2 (and any amendment to these and addition of others which he might consider appropriate) and subject to the completion of a Section 106 agreement to include the following obligations (all contributions to be index linked):

- Off-site highway improvements contribution towards the Woodhouse Lane Gateway Scheme £150,000
- Contribution of £13,000 towards wayfinding improvements
- Contribution of £25,714 per bay should any on-street pay and display bays be lost as a consequence of the development
- Car club trial membership contribution £3,460
- Compliance with Travel Plan measures
- Travel Plan Review fee £4,557
- 24 hour public access through the site
- Local employment and training initiatives
- Section 106 monitoring fee

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 Leeds Beckett University (LBU) currently comprises more than 23,500 students and 2,000 members of staff. The School of Built Environment, Engineering and Computing ('BEEC') provides undergraduate study options in the following areas: engineering; surveying, construction and project management; geography, housing and planning; and computing. The School currently occupies space in 4 buildings, split across both the City Centre and Beckett Park campuses, as well as utilising space at buildings on Roundhay Road. It is intended to co-locate all parts of the School into a single, new, building so as to reduce travel between campuses, to allow greater cross-subject collaboration, to respond to increasing demand and to support future growth of the School. Such a move would align with objectives in the Core Strategy and Innovation Arc North SPD to support the retention of the universities in the City Centre.
- 1.2 The new building and associated access and landscaping would replace the existing Rose Bowl surface car park. In doing so, the building would add to a sense of enclosure alongside Woodhouse Lane on a site that has remained largely undeveloped since the demolition of Portland House during World War II.
- 1.3 The planning application is submitted in outline. Consequently, the layout, scale, appearance, landscape and detailed access arrangements are to follow at Reserved Matters stage, informed by submitted parameter plans, access strategy and a Design Code document. This approach allows LBU to retain a degree of flexibility in final design to respond to changing requirements. However, the illustrative design and massing detail gives confidence that the building will be sufficiently subdued so as not to draw the eye away from the Civic Hall in views from Millennium Square.
- 1.4 The application is brought to City Plans Panel for determination under Part 1(b) of the Exceptions to the Officer Delegation Scheme as the proposed development represents a departure from the Development Plan which, through the Site Allocations Plan, identified the wider Rose Bowl site for mixed use development with a capacity of 50 residential units and 4,000sqm of office floorspace (MX1-5).

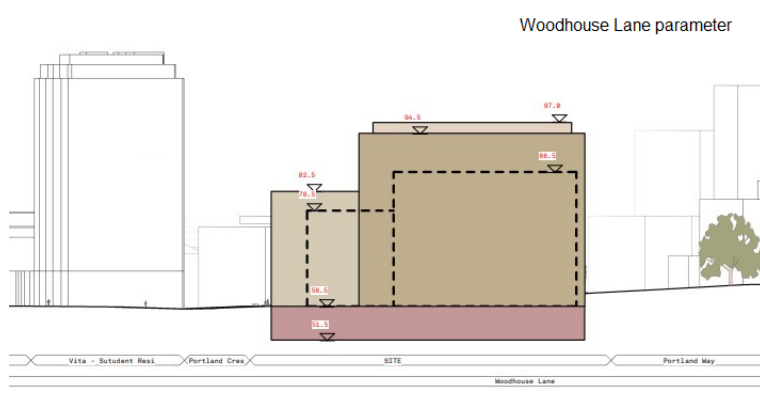
2.0 Site and surroundings

- 2.1 The existing site, located north-east of Leeds Beckett University's (LBU) Rose Bowl Building, is bordered by Portland Way to the north-west and Portland Crescent to the south-east. A pedestrian footway runs close to the north-east boundary, inset of an off-site landscaped mound which extends alongside Woodhouse Lane (A660) between Portland Way and Portland Crescent. From the highest point of the site in the northern corner, levels fall very gradually along Portland Way towards the Rose Bowl and gradually towards the southern extent of the site. The site, approximately 0.32 hectares in area, is occupied by a 71-space public car park accessed from Portland Crescent. There are several trees located around the periphery of the site, most notably close to the junction of Portland Way and the footway running to the north-east of the site boundary.
- 2.2 The site is located towards the southern extent of LBU's city campus which include the Rose Bowl and Leeds School of Arts, together with the older Portland and Calverley Buildings. The Rose Bowl car park, located in the basement of the Rose

Bowl building, is publicly available and has a capacity of 200 spaces which would be unaffected by the development. Vita's purpose-built student accommodation block to the south-east of Portland Crescent is a part 6, part 16 storey building. The south-west boundary of the site marks the northern edge of Leeds City Centre conservation area which contains a number of heritage assets including the Grade II* Civic Hall located south of the Rose Bowl, the Grade I listed Town Hall beyond Millennium Square and the Grade II O2 Academy fronting Cookridge Street. Beyond the landscaped mound to the north, Woodhouse Lane is a 4-lane highway. To its north, Queen Square conservation area contains several listed buildings, including some occupied by LBU, alongside others converted back to residential use. Woodhouse Lane multi storey car park is located to the west of Queen Square, largely surrounded by major highway infrastructure.

3.0 Proposals

- 3.1 It is proposed to construct a new university building (Use Class F1) for LBU which will house the School of the Built Environment, Engineering and Computing (BEEC). The planning application has been submitted in outline, with all matters reserved. Consequently, details of the outline proposals are confirmed within the submitted parameter plans and, to accord with The Town and Country Planning (Development Management Procedure) (England) Order 2015, the areas where access points to the development would be situated are identified.
- 3.2 The proposed building would comprise two interlocking volumes, a taller element rising up to 86.5m AOD (minimum) to 94.5m AOD (maximum), 6-8 storeys, to the north facing Woodhouse Lane. The lower component would rise up to 78.5m AOD (minimum) to 82.5m AOD (maximum), 4-5 storeys rotated towards the Rose Bowl building on the southern side. A roof top plant storey (up to 2.5m high) could be added to the taller element, set back a minimum of 2m from all building sides. The maximum parameter also includes a two-storey basement following the outline of the parameter above ground. The minimum parameter does not require the basement to be constructed.



- 3.3 With the flexibility provided by the parameters the taller component would be set back between 5.6m and 7.6m from the north-eastern boundary of the site which runs close to the existing pedestrian footpath. Along its north-western edge, constructed to maximum parameters, this component of the building would be between 5.3m and 3.7m from the boundary to Portland Way whilst minimum parameters enable the building to be a further 2m away from this edge. The southern corner of the taller component could extend within 11.9m of the Rose Bowl building if built to maximum parameters or 19.6m if built to the minimum parameters.

the block. All faces must respond to this axis, once set, and fall between the maximum and minimum parameters.

- 3.6 The whole building would be for use as a higher education facility and supporting functions. There may be some ancillary use (such as cafe space) but these would be solely for use by the university and not used as a standalone commercial unit. Each floor of the development will be for use as an educational facility, save for the highest roof area which will be used for plant equipment only. The maximum developable area being applied for is 12,250sqm gross external area (GEA), or 10,500sqm gross internal floor area (GIFA).
- 3.7 The Design Code confirms that the external materials would align closely with neighbouring buildings, several of which utilise Portland stone. More than 50 per cent of the ground floor must contain active, glazed, frontages. These will include extensive active frontages to Woodhouse Lane which are likely to showcase teaching and learning functions, the eastern end of the ground floor and also facing onto an entrance plaza from Portland Way, towards the south-western corner. Active ground floor uses would be supplemented by feature 'neighbourhood' windows at upper levels to activate the building's facade at different scales and distances, giving views into the learning spaces whilst framing key city views from inside the building. The lower roof, with a southern aspect, is proposed to be a habitable roof for use by staff and students, and may house sustainable technologies, such as photovoltaics, to support both renewable energy generation and learning related to the school's specialisms.
- 3.8 All the existing surface level car parking spaces on the site would be removed, albeit the car park beneath the Rose Bowl would be unaffected. The development would be predominantly car-free with the exception of the provision of one accessible parking space and a small service area, both accessed from the existing access point on Portland Crescent. Pedestrian and cycle connectivity through the site will also be maintained, with access from adjoining public highway and pavement areas. Primary entrances into the building are proposed to be from the public spaces at the eastern and western ends of the building. A secondary access is proposed close to the entrance of the Rose Bowl on the building's south elevation.
- 3.9 Whereas the existing footway alongside the north-east side of the Rose Bowl would remain, existing footways on the north-west (Portland Way), south-east (Portland Crescent) and the north-east boundary would be widened to a minimum of 3.0m via permissive rights granted by LBU.
- 3.10 Illustrative landscape drawings show a combination of hard and soft landscaping areas around the proposed building. Whilst requirements for emergency fire engine access limit opportunities for new, significant, planting in the space between the existing Rose Bowl and proposed building, areas of ornamental planting and feature shrubs are intended to help break up the space. The western corner of the site would be a combination of hard surfacing, providing access into the building and opportunities for seating, and new areas of soft landscape to supplement that existing along Portland Way. The north-east edge of the site, alongside the existing footway, is likely to have new areas of ornamental planting, together with areas of seating fronting the footway. The eastern corner of the site is also likely to combine areas of hard landscape, to accommodate both pedestrian access areas, the accessible parking space and small service area, and soft landscape including new tree planting.

3.11 The application is also supported by the following statements and technical reports:

- Biodiversity metric calculation
- Arboricultural report
- Arboricultural Impact Assessment
- Coal recovery report
- Design and access statement
- Design code
- Drainage strategy
- Ecological appraisal
- Energy statement
- Geotechnical and geoenvironmental phase 1 desk study
- Heritage statement
- Noise impact assessment
- Planning statement including Statement of Community Involvement
- Sustainability statement
- Transport Assessment
- Travel Plan
- Utilities statement
- Wind microclimate assessment

4.0 Relevant planning history and proposals

- 4.1 Following the demolition of the Civic Hall annexe in 1999 a hybrid planning permission (06/00949/FU) was granted in February 2007. Phase 1 of the hybrid scheme, for LBU's Business School (the Rose Bowl), was constructed during 2007-2008. The second phase, involving one part 7, part 10 storey building and one part 6, part 8 storey building and comprising offices, residential and hotel uses was to have been situated on the current application site. However, the scheme was not progressed and the land was retained as a car park.
- 4.2 Planning permission for a part 6, part 14 storey hotel at the junction of Portland Crescent and Cookridge Street south of the site was granted in July 2009 (08/05664/FU). Development of the hotel commenced in 2013 but was suspended when the building contractor went into administration in 2015. Planning permission was subsequently granted in 2018 for a part 6, part 16 storey student accommodation building (Vita) which completed the development in 2020 (18/01711/FU).
- 4.3 An Environmental Impact Assessment Screening Opinion issued on 16th October 2024 confirmed that Environmental Impact Assessment for the proposed development would not be necessary.
- 4.4 Consultation on improvements to Woodhouse Lane as part of the Woodhouse Lane Gateway proposals closed just prior to Christmas 2024. The proposals could see the introduction of a new cycleway along Woodhouse Lane adjacent to the site. West Yorkshire Combined Authority is currently exploring options for mass transit in the region. Two of the four options for the Leeds Line identified a route running up Portland Way and east onto Woodhouse Lane. Consultation on the options for the initial routes has closed. Once the emerging preferred routes have been chosen, WYCA will be holding a further consultation in late 2025.

5.0 Public comments / local response

- 5.1 Site notices advertising the application were erected on 29th October 2024 and the application was advertised in the Yorkshire Evening Post on 1st November 2024.
- 5.2 The Leeds Civic Trust (LCT) Planning Committee agree that this is an appropriate location for a building of this nature and that the proposed access arrangements are appropriate. Given the distance from heritage assets LCT agree that the impact will be limited and so feel that the massing is appropriate for the location.

The proposed design based on overlapping rectangles has the potential to provide a building with interest which will be an asset to the street scene (as opposed to a single rectangular block). The proposals for differing heights also add to this interest. LCT welcome the proposed landscaping, including the intended roof garden.

LCT welcome the fact that the university is in discussion with WYCA regarding the potential interface between the scheme and the proposed tram.

LCT feel that more consideration should be given to the space between this development and the existing Rose Bowl building and how this can be made an attractive space e.g. through landscaping, and whether any measures are necessary to ensure it does not become a 'wind tunnel'. This is likely to be a well-used pedestrian route connecting the various LBU sites.

Response - The lower part of the proposed building would run parallel to the Rose Bowl building to the south-west, with a minimum gap of 11.1m between the two, increasing to 12.1m if minimum parameters were to be progressed. The flexibility in the parameter plans allow the length of this mass to vary considerably between 40.8m and 60.8m, the maximum length similar to the length of the Rose Bowl building itself (60.7m), albeit slightly offset. The intervening space needs to allow for fire engine access in emergency, thereby limiting the amount of soft landscaping that can feasibly be introduced. However, whilst Landscape is a reserved matter, areas of ornamental planting and feature shrubs are intended to help break up the space, together with cycle stands and areas of seating. An illustration of the likely general arrangement of the space is identified in the image below:

ADDITIONAL VIEW A3.1 - ILLUSTRATIVE SCHEME
VIEW FROM PORTLAND WAY - LOOKING NORTH EAST



6.0 Consultation responses

6.1 Statutory

- 6.1.1 LCC Highways Transport Development Services – The Access Plan shows the land from the development site required to widen the existing definitive footpath (LEEDS CITY 41) to 3m as requested. This land needs to be dedicated to be formally adopted by the Council to avoid leaving a narrow strip of paving at the edge of the adopted footpath with maintenance and other liabilities unclear.

The gradients for the proposed ramps and across the landscape area are shown shallower than 1 in 20 which is acceptable. The proposals provide a route for blue badge holders around the delivery bay to access the building. Whilst this does not provide the shortest route for blue badge holders, the route would be circa 6m longer compared to a straight line therefore, on balance, this is acceptable. An EV charging point for the disabled parking bay should be provided in accordance with the Transport SPD.

The site is accessible by sustainable transport modes. Woodhouse Lane Gateway proposes to improve pedestrian and cycling facilities along the Woodhouse Lane corridor. These works are adjacent to the site and will be used by future students and staff. The development will therefore be required to provide a financial contribution of £150,000 towards the scheme, calculated as a proportion of the costs of the scheme, the likely increase in cycling trips as a result of the development, and taking into account contributions provided by other developments.

Mass Transit and routes are currently under consultation and are available in the public domain. These have been included within the Transport Assessment.

Vehicle swept path analysis has been provided for a regular vehicle, light van, 7.5t box van and fire pumping appliance. The fire pumping appliance would overrun the southwestern kerb radii when exiting the site. This can be resolved as part of detailed design by easing the kerb radii. A planning condition has been added to this effect.

Larger deliveries are envisaged to be delivered to other locations with the loads then being broken down and delivered to the site in smaller vehicles at times of the day when pedestrian and cycle activity is reduced. This is acceptable in principle, but a delivery and servicing management plan will be required. This should be secured via planning condition.

Refuse collection is proposed to follow the same arrangements as the Rose Bowl building. The bins will be taken to the kerbside on Portland Crescent and returned to the on-site stores by the management team. This is also acceptable in principle, but further details will be required at reserved matters which will also need to be included within the delivery and servicing management plan.

As detailed layout plans and access have not been agreed at this time there may need to be loss of pay and display bays on Portland Crescent to accommodate a loading bay for servicing and deliveries. Therefore, payment of £25,714 (per bay) for loss of income should this arise must be included in the Section 106 agreement at this stage.

It is proposed that circa 140 staff and 1,770 students would attend site at any one time. The proposals include 40 short stay cycle parking spaces and 33 long stay cycle parking spaces. This is not in accordance with the Transport SPD. The applicant has commented that it does not feel appropriate to apply the cycle parking standards from the Transport SPD on the basis that this development forms part of the City Centre Campus and it is not a 'stand-alone' development. Therefore, they consider that the level of cycle parking provision on the BEEC site should consider the campus population as a whole. Further data about the existing cycle provision across the campus and distances between buildings should be provided. This can be secured via a planning condition.

A S106 contribution of £13,000 is required towards new wayfinding signage.

Response – the access plan has now been revised to confirm the dedication of land to allow the wider footways to be adopted by the Council. Conditions are proposed with regard to cycling provision, provision of an electric vehicle charging point for the disabled parking space, details of the vehicular access, a Car Park and Servicing Management Plan, a highway condition survey, a statement of construction practice, off-site highway works, loading areas, laying out of vehicle space, details of waste collection provision, and that there be no vehicular access to Portland Way. The draft section 106 agreement also secures the indexed financial contributions of £150,000 towards the Woodhouse Lane Gateway improvements, £13,000 towards new wayfinding signage; and £25,714 (per bay) towards any pay and display bays lost as a consequence of the development.

- 6.1.2 Historic England (HE) - suggest that the Local Planning Authority seek the views of specialist conservation and archaeological advisers, as relevant, but confirm that it is not necessary for HE to be consulted on this application again.
- 6.1.3 The Coal Authority (TCA) - the site falls within the Coal Authority's defined Development Low Risk Area. On this basis TCA have no specific comments to make.

6.2 **Non-statutory**

- 6.2.1 LCC Climate Change and Energy – The current proposal explores two strategies for compliance with EN1; one is using the District Heat Network, and one uses heat pumps. Details provided by way of BRUKL as-designed reports for both the strategies is found sound. One of the two must be finalised at the reserved matters stage and evidence documents for the chosen strategy must be approved based on the Energy and Sustainability Statement submitted as part of the outline application.

The BREEAM Pre-assessment targeting as a baseline an 'Excellent' rating with a medium risk target of 'Outstanding' is found satisfactory to establish compliance with policy EN2. A design-stage 'Excellent' / 'Outstanding' rated BREEAM certificate must be submitted at the reserved matters stage; followed by a final 'Excellent' / 'Outstanding' rated BREEAM certificate as part of the post-construction review.

Exploration of connection to the District Heat Network is in accordance with policy EN4. Confirmation of connection would be required at the reserved matters stage. In case the other energy strategy is chosen at the reserved matters stage, alternate measures to comply with the EN4 policy hierarchy must be provided. As-built evidence of complying with policies EN1, EN2 and EN4 must be published in a post-construction review.

Response – conditions proposed.

- 6.2.2 LCC Conservation - The proposed development would affect several overlapping heritage assets directly - the City Centre Conservation Area- and indirectly through potential changes to setting - Civic Hall, the listed buildings around Queen Square, Queen Square Conservation Area. Within the parameters shown, the proposed building is sufficiently distanced from the heritage assets so as not to cause harm and in the case of views along Portland Way or Portland Crescent is mediated by the Rose Bowl which will be a point of transition change from the lower Civic Hall to the taller BEEC building. The illustrative design gives confidence that the building will be sufficiently subdued so as not to draw the eye away from the Civic Hall in views from Millennium Square.
- 6.2.3 LCC Contaminated Land Team –The Phase 1 Desk Study Report recommends a Phase 2 (Site Investigation) Report and a Remediation Statement may also be required.

Response – conditions requiring the relevant reports are proposed.

- 6.2.4 LCC District Heating - the Leeds PIPES heat network is within practical connection distance of this scheme. The team are currently working with the applicant's consultants and have recently provided a connection proposal to help inform their decision between Strategy 1 and 2. It is the preferred option that the scheme connects to the network to achieve best compliance with EN4.
- 6.2.5 LCC Environmental Health Services (Pollution Control) - The supporting noise report details fixed plant noise criteria with reference to LCC planning and noise guidance. The application can be supported with a condition requiring the confirmation of noise targets at detailed design stage.

Response – noise condition added relating to the revised Noise Impact Assessment.

6.2.6 LCC Environmental Studies Transport Strategy - The revised Noise Impact Assessment (NIA) details noise measurements conducted at the site of the proposed development, the results of which have then been used to formulate a glazing and ventilation strategy such that acceptable internal noise levels may be met. The methodology and findings of the NIA are agreed and by installing the recommended glazing specification in conjunction with the proposed mechanical ventilation system, the external road traffic noise should be reduced such that internal noise levels meet those recommended within BB93.

Response – condition added regarding glazing and ventilation.

6.2.7 LCC Flood Risk Management (FRM) – The application site is located within Flood Zone 1 and there have been no records of any recent flooding within the property or adjacent areas. An initial review has also identified that there are no known surface water flood risks which require specific mitigation and would impact on the proposed development. In principle FRM have no objection to the proposed development subject to the full application including details of the proposed foul and surface water drainage scheme.

Response – condition added.

6.2.8 LCC Influencing Travel Behaviour (ITB) – The submitted Travel Plan meets the requirements of the ITB team. The Travel Plan should be included in the Section 106 Agreement along with the following:

a) Leeds City Council Travel Plan Review fee of £4,557.

b) Contribution for free trial membership and usage of the Leeds City Council Car Club provider by Leeds Beckett University employees for business use of £3,460.

Response – the identified requirements are captured in the draft section 106 agreement and planning conditions.

6.2.9 LCC Landscape – Full landscape details should be provided at Reserved Matters stage. A condition is required to ensure protection of retained trees.

Response – conditions added.

6.2.10 LCC Planning Policy - The site is allocated as MX1-5 (residential and office development) in the Site Allocations Plan 2019. A strict interpretation of adopted policies would be that there is a preference for office (4,000 sqm.) and residential uses (50 units) on this site. However, it is noted that the Council has a more than 5-year housing land supply, and demand for office space has shifted from the northern part of the city centre to be concentrated in the West End around Wellington Place.

The proposed use is suitable in its current location. Given that the applicants are one of the major providers of higher education in the City and this is their application on their land it is that this is likely to be a 'need' as defined in the UDP Policy GP1. Given the scale of housing in the allocation, the loss is unlikely to be seen as harmful to the supply. Given the current amount of office space available in the City Centre the loss is unlikely to be seen as harmful to the supply. With the above in mind the proposal is seen to satisfy GP1 (iii) as the circumstances have materially changed.

6.2.11 LCC Nature Conservation – The Metric shows the scheme will achieve a gain of 0.03 Habitat Units (+11.89%). As a Biodiversity Net Gain is required for this scheme, the statutory Biodiversity Gain Condition will apply. The discharge of this condition will

require the submission of a post determination, but pre-commencement, Biodiversity Gain Plan to the Local Planning Authority for approval. To provide enhancements for species (as per the NPPF para. 185b and Core Strategy Policy G9), developments that involve new, refurbished or replacement buildings are encouraged to provide high quality integral (into the built fabric of buildings) bat roosting and bird nesting features (e.g. Swift Bricks).

Response – suggested conditions added.

6.2.12 West Yorkshire Archaeology Advisory Service – there is no known archaeological impact and there are no comments to make and no further work is required.

6.2.13 West Yorkshire Police – a planning condition is requested to provide details of security measures.

Response – security condition added.

6.2.14 Wind (Architectural Aerodynamics peer wind review on behalf of LCC) – The methodology employed is considered to be suitable for the current study. Clarification is sought as to why the proposed development would improve wind conditions at the northwest and northeast corners of the Rose Bowl development. Quantitative analysis is also required of the proposed development in cumulative surroundings.

6.2.15 Yorkshire Water – If planning permission is to be granted a condition requiring the development to be carried out in accordance with the submitted Drainage Strategy Report for Planning should be attached. *Response – conditions added.*

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 within the City Centre boundary, 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 Unitary Development Plan (Review 2006) policies
- The Natural Resources & Waste Local Plan (NRWLP, Adopted January 2013 as amended 2015)
- Site Allocations Plan 2019 (as amended 2024)

7.2 Leeds Core Strategy (CS)

7.2.1 The Core Strategy sets out the strategic level policies and vision to guide the delivery of development and the overall future of the district. 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 by:

(iii) valuing the contributions to the life, vitality and economy made by the universities, LGI, museums and arena;
(iv) comprehensively planning the redevelopment and re-use of vacant and under-used sites and buildings for mixed use development and new areas of public space; and
(vii) enhancing streets and creating a network of open and green spaces to make the City Centre more attractive.

- Spatial Policy 8 supports a competitive local economy including through promoting the need for a skilled workforce, educational attainment and reducing barriers to employment opportunities.
- Spatial Policy 9 identifies requirements for office floorspace and general employment land.
- 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 (c) retention of the university facilities in the City Centre.
- Policy CC3 states new development will need to provide and improve walking and cycling routes connecting the City Centre with adjoining neighbourhoods and improve connections within the City Centre.
- 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 that development protects and enhance the district's historic assets in particular, historically and locally important buildings, skylines and views.
- Policy P11 states that the historic environment and its settings will be conserved, particularly those elements which help to give Leeds its distinct identity.
- 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 G2 supports the protection of existing trees and the increase in tree cover.
- 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 EN4 states that where technically viable major developments should connect to district heating networks.
- Policy EN6 requires developments to demonstrate measures to reduce and re-use waste.
- 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 GP1 states 'Where the proposals map indicates a particular land use (or uses) for a site, no other permanent use (or uses) will be considered appropriate. Permission will not be given for permanent development other than for the use(s) shown unless:
 - (i) The other land use (or uses) are auxilliary to the indicated use (or uses); or
 - (ii) The proposed use (or uses) form subsidiary elements of a mixed use scheme of which the UDP indicated use (or uses) remains the principal use (or uses); or

(iii) Clear evidence has been produced that circumstances have changed materially since the adoption of the UDP, in particular in relation to the need for the allocated use (or uses), the suitability of the site, or the need for sites for the use (or uses) now proposed.

- Policy GP5 states that all relevant planning considerations are to be resolved.
- Policy BD2 requires that new buildings complement and enhance existing skylines, vistas and landmarks.
- Policy BD4 relates to provision for all mechanical plant on and servicing of new developments.
- Policy BD5 requires new buildings to consider both amenity for their own occupants and that of their surroundings including usable space, privacy and satisfactory daylight and sunlight.
- Policy N19 requires new buildings adjacent to conservation areas to preserve or enhance the character or appearance of the relevant areas.
- Policy LD1 sets out the criteria for landscape schemes.

7.4 Natural Resources & Waste Local Plan (NRWLP)

7.4.1 The NRWLP identifies where land is needed to enable the City to manage resources, like trees, minerals, waste and water and identifies specific actions which will help use the natural resources in a more efficient way.

7.4.2 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 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 and the need to introduce new tree planting as part of creating high quality living and working environments and enhancing the public realm.

7.5 Site Allocations Plan (SAP)

7.5.1 The Site Allocations Plan 2019 (as amended 2024) was adopted by the council on the 17 January 2024.

7.5.2 The wider site, including the Rose Bowl itself, was identified for mixed use development, with a capacity of 50 residential units and 4,000sqm of office floorspace (MX1-5).

Other material considerations

7.6 National Planning Policy Framework (NPPF) 2024

7.6.2 Paragraph 11 states that decisions should apply a presumption in favour of sustainable development. Permission should be granted unless the application of policies in the Framework provides a clear reason for refusing the development; or any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the Framework as a whole, having particular regard to key policies for directing development to sustainable locations,

making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

- 7.6.3 Chapter 4 refers to decision-making. Local planning authorities should approach decisions on proposed development in a positive and creative way. Decision makers at every level should seek to approve applications for sustainable development where possible (paragraph 39).
- 7.6.4 Chapter 6 refers to building a strong, competitive, economy. Planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Provision should be made for Clusters or networks of knowledge and data-driven creative or high technology industries; and for new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries (including data centres and grid connections) (paragraph 87(a)).
- 7.6.5 Chapter 7 relates to measures to ensure the vitality of town centres stating that decisions should support the role that town centres play by taking a positive approach to their growth, management and adaptation.
- 7.6.6 Chapter 8 promotes healthy and safe communities aiming to achieve healthy, inclusive and safe places. Decisions should promote social interaction, for example through mixed use developments; should be safe and accessible; and enable and support healthy lives, through both promoting good health and preventing ill-health (paragraph 96). It is important that a sufficient choice of early years, school and post-16 places are available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education (paragraph 100). Significant weight should be placed on the importance of new, expanded or upgraded public service infrastructure when considering proposals for development (paragraph 101).
- 7.6.7 Chapter 9 identifies measures to promote sustainable transport. Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places (paragraph 109). Paragraph 110 prescribes, for the purpose of promoting sustainable transport, that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Paragraph 111 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.
- 7.6.8 Chapter 11 promotes the effective use of land in meeting the need for homes and other uses. Decisions should give substantial weight to the value of using suitable brownfield land and promote and support the development of under-utilised land and buildings (paragraph 125). Planning decisions should support development that makes efficient use of land taking account of the need for different forms of development and the availability of land suitable for accommodating it; the capacity of infrastructure and services; the desirability of maintaining an area's character or of promoting regeneration and change; and the importance of securing well-designed places (paragraph 129).

7.6.9 Chapter 12 identifies the importance of well-designed places and the need for a consistent and high quality standard of design. Paragraph 135 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.

7.6.10 Paragraph 136 states that trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible.

7.6.11 Chapter 14 identifies the approach to meeting the challenge of climate change and flooding. The planning system should support the transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 161).

7.6.12 Chapter 15 identifies guidelines for conserving and enhancing the natural environment. Paragraph 187(b) states the natural and local environment should be contributed to and enhanced by recognising the benefits of trees and woodlands. Impacts on biodiversity should be minimised and net gains for biodiversity provided, including by establishing coherent ecological networks that are more resilient to current and future pressure and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs (Paragraph 187(d)). Paragraph 187(e) states that new and existing development should not be put at unacceptable risk or be adversely affected by unacceptable levels of soil, air, water or noise pollution.

7.6.13 Chapter 16 refers to the historic environment. Paragraph 210 states that:

In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness

Paragraph 212 states that:

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

7.7 National Planning Policy Guidance (NPPG)

- 7.7.1 NPPG identify how it is expected that the government's planning policies for England are expected to be applied. In the context of the current application specific guidance is provided with regard to Biodiversity net gain; Climate change; Effective use of land; Historic environment; Making an Application (outline applications); Noise; Renewable and low carbon energy; and Town centres and retail.

7.8 Supplementary guidance

- Accessible Leeds SPD
- Building for Tomorrow Today: Sustainable Design and Construction SPD
- City Centre Urban Design Strategy SPD
- Transport SPD
- Innovation Arc SPD

The Innovation Arc SPD aims to facilitate innovation-led growth in Leeds and the wider City Region. The site lies within the Great George Street neighbourhood which has the potential to become a key innovation intersection that allows health innovation to overlap with culture, heritage and education. The site also lies on the southern edge of the Woodhouse Gateway area. The SPD identifies specific opportunities and interventions within the three neighbourhoods that make up the area and sets the vision for the Woodhouse Gateway area to "become a nationally significant innovation neighbourhood anchored by the city's largest universities". The strategic plan indicates the vision for the site and its surroundings with the following opportunities identified: Potential new public open space; Proposed public realm improvements; Key gateway space to public transport; and Key gateway space to Innovation Arc.

7.9 Other material considerations

- 7.9.1 The Council declared a climate emergency on the 27th March 2019 in response to the UN's report on Climate Change.
- 7.9.2 The Planning Act 2008, alongside the Climate Change Act 2008, sets out that climate mitigation and adaptation are central principles of plan-making. The NPPF makes clear that the planning system should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions in line with the objectives of the Climate Change Act 2008.

7.9.3 As part of the Council's Best City Ambition, the Council seeks to deliver a low-carbon and affordable transport network, as well as protecting nature and enhancing habitats for wildlife. The Council's Development Plan includes a number of planning policies which seek to meet this aim, as does the NPPF.

7.10 Other Relevant Legislation

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 reads:

"In considering whether to grant planning permission [or permission in principle] for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

7.10.1 Under section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 when granting planning permission for developments which are in a conservation area special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

8.0 Key issues

- Principle of the development
- Townscape and heritage
- Landscape, public realm and biodiversity
- Transportation and sustainable travel
- Accessibility, equality and inclusion
- Sustainability and climate change
- Wind
- Safety and security
- Planning Obligations, Viability, and Community Infrastructure Levy (CIL)

9.0 Appraisal

9.1 Principle of the development

9.1.1 Other than its use as a surface car park, the application site has remained undeveloped for 80 years. Following the demolition of the Civic Hall annexe planning permission (06/00949/FU) was granted for redevelopment of the wider site and LBU's Business School (the Rose Bowl) was constructed during 2007-2008. The second phase, involving one part 7, part 10 storey building and one part 6, part 8 storey building and comprising offices, residential and hotel uses was to have been situated on the current application site. However, this outline scheme was not progressed to Reserved Matters stage.

9.1.2 The SAP allocation reflects the 2006 planning permission and a strict interpretation of adopted policies would be that there is a preference for office and residential accommodation on this site. However, the Council has a more than 5-year housing land supply whilst monitoring information shows the City has an adequate supply of potential office sites coming forward relative to the CS policy SP9 requirement. Further, the site is not in a location where there is a shortfall of employment space and demand for office space has shifted from the northern part of the City Centre towards the West End around Wellington Place.

9.1.3 LBU's 2019 Estate Masterplan proposed the site accommodating a School of BEEC building as a fundamental part of LBU's vision, particularly for its City Centre campus. The report outlined that consolidation of the School into one building would be a strategically important move to provide more appropriate accommodation, to locate the school close to major employers in the City Centre and to improve collaboration between subjects. The consolidation aligns with the growth strategy of the university and their aim for each of their Schools to benefit from a recognisable home in order to reinforce each Schools' unique identity. The Innovation Arc North SPD is supportive of development which will bring together the City's anchor institutions and aid in the goal of the 'Woodhouse Gateway' area becoming a nationally significant innovation neighbourhood anchored by the city's largest universities. The consolidation of the BEEC school into one facility would clearly align with this goal.

9.1.4 Given the university's intent identified in the Estate Masterplan, alongside an adequate supply of housing and office space and support offered by policies in both the CS and the Innovation Arc SPD, the proposed use is acceptable, compatible with surrounding uses and satisfies UDPR policy GP1(iii).

9.2 Townscape and heritage considerations

9.2.1 The site is located in close proximity to a number of heritage assets including the Grade II* Civic Hall and Leeds City Museum, with the Grade I listed Town Hall located further to the south. The site also borders the Leeds City Centre Conservation Area to the south and the Queen Square Conservation Area is situated across Woodhouse Lane to the north. Given the location and scale of the development special attention needs to be paid to the heritage context of the development. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the 'Listed Buildings Act 1990') provides:

"In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

And Section 72 provides:

"In the exercise, with respect to any buildings or other land in a conservation area... special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area."

9.2.2 Whereas the existing car park is an established part of the urban grain of the area, allowing some beneficial medium range views of the heritage assets in the area, such as from Woodhouse Lane down Portland Crescent to the Town Hall, its undeveloped form (other than as car park), has a minor detrimental effect on the historic context of the surrounding heritage assets. Consequently, whereas the site presently has an overall neutral impact on surrounding heritage assets, its development would help to contain and separate the site from Woodhouse Lane and the wide expanse of highway infrastructure extending towards the north.

9.2.3 In common with the previous permission for development on this part of the site the application is submitted in outline with details such as layout, scale and appearance to follow at Reserved Matters stage when the university have been able to confirm the detail of their requirements. However, the submitted parameter plans and Design

Code allow suitable consideration of the relationship of the development with both heritage assets and also other surrounding townscape.

9.2.4 The parameter details described in paragraphs 3.1-3.5 above, confirm a building comprising two interlocking volumes. The taller element on the northern side facing Woodhouse Lane would be between 6-8 storeys in height and would directly reference the alignment of the front of Vita building across Portland Crescent to the south-east. The lower part of the building on the southern side, 4-5 storeys in height, would be rotated such that its south-western face would be parallel with the Rose Bowl building. The lateral footprint of larger volume could vary by 10m whereas the smaller element could vary by 20m. As a consequence, the north-western elevation of the taller volume would be a minimum of 3.7m from the Portland Way site boundary whereas the smaller volume would be a minimum of 7.0 from Portland Way. In similar terms, the south-eastern elevation of the taller volume would be a minimum of 23.2m from the Portland Crescent site boundary whereas the smaller volume would be a minimum of 9.5m from Portland Crescent.

9.2.5 Notwithstanding the flexibility provided by the parameters, the visualisations and sections provided with the application illustrate that the scale of the proposed development would have an acceptable relationship with the local urban environment, including heritage assets. From the south, the visible building mass of the maximum parameter would be seen over and to the right of the Rose Bowl but would not intrude into views between the Civic Hall towers. Consequently, the maximum scale of building would not have an overbearing impact upon views towards the Civic Hall, in part due to the distance between the Civic Hall and proposed building, together with the intervening Rose Bowl building which mediates the transition in scale.

KEY VIEW 01 - MAXIMUM PARAMETER

VIEW FROM CALVERLEY STREET LOOKING TOWARDS CIVIC HALL



9.2.6 The northern elevation of the Rose Bowl marks the northern extent of the Leeds City Centre conservation area. In common with conclusions reached in respect of the relationship with the Civic Hall, the new building would not have an adverse impact upon the setting of the conservation area.

9.2.7 The building would be seen alongside the existing Portland Building and Calverley Building to the north in views towards the site from Queen Square, whereas the closer and taller Vita building would be a more dominant element. Consequently, neither the listed buildings within Queen Square or the Queen Square Conservation Area would be harmed by the proposed development.

KEY VIEW 04 - MAXIMUM PARAMETER

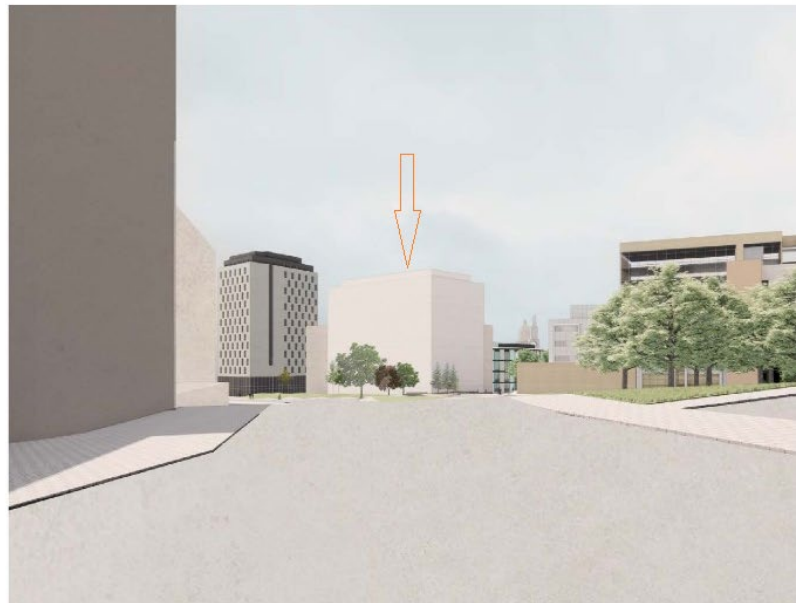
VIEW FROM QUEEN SQUARE - LOOKING NORTH



9.2.8 In views from the north, it is clear that the maximum scale of the development would harmonise with the scale of existing buildings in the area, purposefully stepping down from the scale of the Vita building.

KEY VIEW 02 - MAXIMUM PARAMETER

VIEW FROM CARPARK LOOKING TOWARDS THE ROSE BOWL



KEY VIEW 03 - MAXIMUM PARAMETER
FROM WOODHOUSE LANE - LOOKING SOUTH



KEY VIEW 03A - MAXIMUM PARAMETER
FROM WOODHOUSE LANE - LOOKING NORTH



9.2.9 Whereas the external appearance of the proposed building is a Reserved Matter the Design Code provides comfort that the design of the building would complement its location. Some of the key principles outlined in the Design Code include:

- the two elements of the building should always be perceived as a single cohesive building.
- both volumes must use a consistent palette of materials, with tones complementary to Portland stone.
- secondary materials, such as those forming plant screens, doors, or window frames, should come from a palette that complements the pale, Portland stone character of the building. Contrasting 'earth' tones, such as bronze, green, or grey, are acceptable, as long as they harmonise with the primary building materials.

- particular attention must be given to the selection of plant screens and their impact in long range views against the silhouettes of heritage buildings, such as the nearby Civic Hall.
- texture and shadow should add depth to the building's facades, particularly given the pale tonality driven by its context.
- the ground floor must be defined by active frontages along key elevations, designed to showcase the building's function and specialism.
- entrances should be distinguished either by natural overhangs created by the building's form, or by larger vertical sections of glazing above entrance doors. In both cases, the entrances must be clearly defined through architectural design.
- serviced facades must meet functional requirements, such as providing robust access and ensuring adequate ventilation, they should be subtle and unobtrusive in appearance.
- large, multi-level windows, connected to double-height internal spaces, have the potential to contribute to both the interior and exterior identity of the building. Window reveal depth should be proportional to the scale of the opening, with deeper reveals to larger openings.
- large areas of solid facade may be acceptable but should be relieved by texture, pattern, or shadow.

9.2.10 The development proposals would make more efficient use of this sustainably-located brownfield site. The parameter plans confirm that the development would not harm the setting of nearby heritage assets and, subject to detailed design informed by the Design Code, the proposals have the capacity to significantly enhance the immediate area by replacing a surface car park with a well-designed new building. As a consequence, the development accords with CS policies P10 and P11, saved UDPR policies BD2 and N19 and the NPPF.

9.3 Landscape, public realm and biodiversity

9.3.1 As noted, landscape is a reserved matter. However, details have been provided with regard to retained trees whilst the parameters provide an indication of likely spaces around the development.

9.3.2 Existing trees around the periphery of the site help to soften the appearance of the existing car park and, towards the northern edge, also provide a buffer from the highways beyond. The proposed building location and access arrangements allow all of the trees to be retained although a tree to the south of the site which is in poor health would be replaced, albeit it is not directly impacted upon by the development.

9.3.3 The lower part of the proposed building would run parallel to the Rose Bowl building, with a minimum gap of 11.1m between the two, increasing to 12.1m if the minimum parameters were to be progressed, a similar width to Commercial Street in the shopping core. The width of the space is considered adequate for the pedestrian traffic it is likely to attract. LCT requested that more consideration be given as to how this can be made an attractive space. As the route needs to allow for fire engine access in emergency, the amount of soft landscaping that can feasibly be introduced is reduced. However, whilst Landscape is a reserved matter, it is intended that areas of ornamental planting and feature shrubs are secured in the detailed landscape scheme to help break up the space, together with cycle stands and areas of seating.

9.3.4 The character of the space between the two buildings will also be a product of the ultimate length and height of the new building and where the mass is distributed. The flexibility in the parameter plans allow the length of this mass to vary considerably

between 40.8m and 60.8m, the maximum length similar to the length of the Rose Bowl building itself (60.7m), albeit the two would be slightly offset. The lower building volume could be between 18.5m – 22.5m high, taller than the Rose Bowl (16.0m) albeit the extensive plant room on the Rose Bowl roof adds a further 6.8m such that the two volumes would be commensurate in height creating a balancing space. The taller element of the proposed building could potentially project close to the southern elevation of the lower volume but, given the presence of the lower volume which mediates the transmission in height, its scale would not have a significant impact upon the character of the space between the two buildings.

- 9.3.5 The existing footway on north-western edge of the site fronting Portland Way would be widened and an area of seating is likely towards the northern end. The scope and form of additional landscaping towards the western corner of the site is subject to the extent to which the parameters are built out. If constructed to maximum parameters, the scope for public space would be limited and the area is likely to be primarily designed around access requirements into the building. However, if minimum footprint parameters are brought forward there is potential for a more usable and welcoming environment, sheltered from the road, as shown on the illustrative drawing below:



- 9.3.6 The north-eastern edge of the site running between the proposed building and the existing footway is likely to comprise a linear soft-landscaped strip, accommodating a new seating area. The footway itself, runs immediately beyond the site boundary and would be widened into the site. There would be greater opportunity for new tree planting along this edge towards the Portland Crescent end to help provide enclosure to the space. In common with the western corner, the scope and form of the space will be dependent upon the extent to which the footprint parameters of the site are built

out. Subject to their detailed arrangement, it is intended to secure areas outside the building for public access via a clause in the section 106 agreement whilst the widened public footways would be dedicated as additional highway.

- 9.3.7 The roof of the lower part of the building would be landscaped providing opportunities for students and staff to gather and potentially to study. High quality surface treatments are intended alongside extensive seating and green areas.



- 9.3.8 As noted, existing trees around the periphery of the site are to be retained and the submitted biodiversity metric shows the scheme will achieve a minimum gain of 0.03 Habitat Units (+11.89%), exceeding policy requirements. However, subject to the extent to which the parameters are built out the development could provide net gains to biodiversity much greater than 10%. To provide enhancements for species, bat roosting and bird nesting features will also be required to be built into the fabric of the new building.

- 9.3.9 In summary, the emerging landscape, public realm and provisions for improving the biodiversity of the development accord with CS policies G5, G9 and P12 and Saved UDPR policies G5 and LD1.

9.4 Transportation and sustainable travel

- 9.4.1 The site is located in a sustainable City Centre location immediately adjacent to the existing LBU campus and accessible by sustainable transport modes. Existing

footways along the periphery of the site would be widened to 3m in width thereby aiding pedestrian movement along Portland Way, Woodhouse Lane and Portland Crescent. A contribution of £13,000 is secured towards wayfinding improvements around the City Centre towards the site.

- 9.4.2 Whereas the existing surface car park would be redeveloped the existing public car park located beneath the Rose Bowl would be unaffected by the development. In addition to nearby on-street pay and display spaces there are also five multi-storey car parks within walking distance of the site: the Merrion Centre (956 spaces) is located a 5-minute walk away on Merrion Way; LGI (1,300 spaces) is located a 6-minute walk away on Clarendon Way; The Light Q Park (402 spaces) a 7-minute walk away on Cookridge Street; St Johns Centre Q-Park (282 spaces) a 7-minute walk along Woodhouse Lane; and Woodhouse Lane (1,240 spaces) a 9-minute walk from the site. Consequently, the removal of the surface car park would not be likely to result in significantly reduced opportunities for public parking in the area.
- 9.4.3 The Woodhouse Lane Gateway scheme proposes to improve pedestrian and cycling facilities along the Woodhouse Lane corridor. As the development would result in increased trips along this corridor a financial contribution of £150,000 has been secured towards the scheme, calculated as a proportion of the costs of the scheme, the likely increase in cycling trips as a result of the development, and taking into account contributions provided by other developments.
- 9.4.4 The Leeds Line Mass Transit has been identified by West Yorkshire Combined Authority. A number of route options have been proposed, some of which run directly adjacent to the site along Woodhouse Lane and Portland Way. Consultation for the preferred route took place through July-September 2024. The development would not affect the ability to bring such routes forward.
- 9.4.5 Whereas access is a Reserved Matter the principal access points for vehicles, pedestrians and cyclists has been identified. The development would be predominantly car-free with the exception of the provision of one blue badge parking space and a small service area, both accessed from the existing access point on Portland Crescent. Pedestrian and cycle connectivity through the site will also be maintained, with access from adjoining public highway and pavement areas.
- 9.4.6 Primary entrances into the building are proposed to be from the eastern and western ends of the new building and opposite the main entrance into the Rose Bowl. Although shown illustratively at this stage, the gradients for the proposed ramps and across the landscaped area are shown shallower than 1 in 20 which is appropriate.
- 9.4.7 The application is supported by a Travel Plan which identifies a package of practical measures aimed at promoting more sustainable travel choices and reducing reliance on the car for both commuting and business journeys. As the development is predominantly car free the travel plan focuses on the encouragement of active travel, such as walking and cycling, as these modes bring environmental and health benefits, as well as being sustainable.
- 9.4.8 A Travel Information Pack identifying access initiatives and benefits of sustainable travel will be produced by the University 3 months prior to occupation of the development. A travel plan coordinator (TPC) will be responsible for the marketing and publicity of all the travel information and Travel Plan initiatives. In addition to the Travel Information Pack, the plan encourages staff and students to walk and cycle. Physical measures to support such activities include the widening of the peripheral footways and the provision of both long and short-stay cycle spaces. The University

bike hire scheme will also be promoted. The travel plan and TPC will also promote public transport, the University's free shuttle bus, car sharing and car clubs, for which a Car club trial membership contribution of £3,460 will also be provided. The travel plan is secured by the draft section 106 agreement and a contribution of £4,557 secured for the Travel Plan Review fee.

9.4.9 In summary, the development will bring forward a more sustainable use of the site and, supported by a range of measures to support sustainable travel choices would accord with CS policies T1, T2 and CC3 and the Transport SPD.

9.5 Accessibility, equality and inclusion

9.5.1 Alongside the Accessibility SPD, CS policies P10(vi) and T2 require that developments are accessible to all users.

9.5.2 Whereas detailed building and landscape design has yet to come forward, the applicant has confirmed that the development will be designed to support accessibility for all building users and visitors to the site. In addition to the disabled parking space on site, additional public disabled parking facilities are available in the Rose Bowl basement car park and on Portland Crescent.

9.5.3 Detailed landscape design should meet the standards set out in Approved Document Part M and British Standard (BS) 8300. External seating around the site will include a variety of options including backrests, armrests and backless designs. Level access would be provided on key desire lines around the site and from the existing Rose Bowl itself. Given the sloping nature of the site a supplementary stepped access into the site may be provided along the north-east edge. The applicant has also confirmed that building entrances will provide level access with details to be confirmed at Reserved Matters stage.

9.5.2 The internal horizontal and vertical circulation within the building will be designed to comply with the accessibility requirements of Approved Document M and the recommendations of BS8300. Lift access and ADM compliant stair access will be provided to all floors. The building will also be designed to meet the University's design standards for accessibility, ensuring accessibility of learning and workspaces and amenities for all.

9.5.3 Section 149 of the Equality Act 2010 requires local authorities to comply with the Public Sector Equality Duty. Taking into account all known factors and considerations, the requirement to consider, and have due regard to, the needs of diverse groups to eliminate discrimination, advance equality of opportunity and access, and foster good relations between different groups in the community has been fully taken into account in the consideration of the planning application to date and at the time of making the recommendation in this report. The proposals are not considered to raise specific implications in these respects and as such a full Equality, Diversity, Cohesion and Integration Impact Assessment (EDCI) is not required.

9.5.4 Subject to detailed design to be confirmed at Reserved Matters stage the development would accord with CS policies P10(vi) and T2, the Access SPD and BS8300.

9.6 Sustainability and Climate Change

9.6.1 The CS sustainable development policies are designed so that new development contributes to carbon reduction targets and incorporates measures to address climate change concerns following the Council's declaration of a climate emergency in 2019.

Policy EN1 is flexible, allowing developers to choose the most appropriate and cost-effective carbon reduction solution for their site. Major developments also need to meet the BREEAM Excellent standard if feasible (EN2). Where technically viable, appropriate for the development, and in areas with sufficient existing or potential heat density, major developments should propose heating systems, potentially connecting to the emerging district heating network (EN4(i)).

9.6.2 The site is located in a sustainable, City Centre, location and would involve removal of an existing surface car park. Further, through the co-location of the different Schools into a single site, journeys between them would reduce and access by public transport would be encouraged. A summary of the proposed sustainability actions is identified below:

- Target BREEAM Excellent rating
- A 40% improvement of water consumption over a baseline building
- A building life cycle assessment (LCA) will be undertaken alongside optioneering of different building superstructure and substructure options to identify where substantial savings in embodied carbon can be made and how this can be integrated within the developments' design.
- Environmental Product Declarations (EPD) will be used for building materials, low carbon materials will be assessed and prioritised to reduce the whole life carbon impact.
- The use of Sustainable Urban Drainage Systems (SuDS) will be assessed during the next design stage
- BREEAM waste credits are targeted, and a resource management plan will be developed. Construction waste targets have been set to reduce waste material generated on site. Non-demolition construction waste will be diverted from landfill, a minimum of 80%
- A dedicated waste storage area will be provided that allows for the separation, storage and collection of waste.
- Additional trees, shrubs and planting are proposed.
- A biodiversity net gain percentage of at least 10% will be secured.
- A site-specific travel plan has been developed that will encourage and incentivise the building's users to use sustainable transport options.
- One accessible parking spot is to be provided that would provide EV services.

9.6.3 Two potential energy strategies are proposed by the applicant at this stage. The main strategy includes highly insulated and airtight building fabric, connection to the Leeds PIPES District Heat Network (DHN), along with Air Source Heat Pumps (ASHP) for cooling with the provision of solar PVs at roof level. The second strategy using Air Source Heat Pumps (ASHP) for heating and cooling has also been explored and compared to the main strategy where DHN is used for heating. Both of the potential energy strategies achieve compliance with CS policy EN1.

9.6.4 The two energy strategy options considered are as follows:

		Value achieved by proposed energy strategy	
		Strategy 1: Leeds PIPES district heat network for heating, ASHP for cooling, Electric Panel Heater for domestic hot water (DHW), and Solar Photo voltaics (PV)	Strategy 2: ASHP for Heating and Cooling, Electric Panel Heater for DHW, and Solar PV
Regulated emissions	20% reduction	21.63%	23.49%
Primary energy	≥0 reduction	14.86%	24.84%
Low carbon energy	10% contribution	10.31%	66.35%

9.6.5 Satisfaction of the 10% renewable energy requirement is achieved through the use of ASHP's, however, additional photovoltaic panels have been assumed in both strategies to satisfy the requirement of Part L 2021. If the building is connected to Leeds PIPES District Heat Network (DHN) and is not classed as a renewable energy source, the additional PV allocation would be required.

9.6.6 It is intended to Target BREEAM Excellent rating to comply with CS policy EN2. This will involve a range of measures highlighted at paragraph 9.6.2.

9.6.7 Core Strategy Policy EN4 has been addressed as follows:

- (i) The first proposed energy strategy allows for immediate connection to the Leeds PIPES DHN for the space heating needs of the proposed building, subject to the costs and commercial terms associated with connection to the DHN.
- (ii) The second proposed energy strategy would include ASHP for the space heating and cooling needs of the proposed building.

9.6.8 The development would involve more efficient use of the brownfield site and the Sustainability and Energy Statements submitted with the application refer to a range of measures intended to control the use of natural resources. Consequently, subject to confirmation of details which will be secured by planning conditions the proposed development would accord with CS policies EN1, EN2, EN4, EN6 and EN8 and positively respond to the Climate Change Emergency.

9.7 Wind environment






9.7.1 As the proposed building is up to 37.0m in height, the applicant engaged Buro Happold to provide advice regarding the safety and comfort of the wind environment associated with the development. In turn, the Council appointed Architectural Aerodynamics (ArcAero) to advise on the review process and ultimately to peer review the wind report findings.

9.7.2 The wind assessment utilises Computational Fluid Dynamics (CFD) analysis which is considered to be an acceptable methodology for the current study. It is noted that wind tunnel studies will be carried out for at reserved matters stage once the detailed scale and form of the building is established.

- 9.7.3 Clarification was sought by ArcAero as to what is driving the exceedances of wind safety criteria at the northwest and northeast corners of the existing Rose Bowl Building prior to development of the proposed building. Clarification was also sought as to why the development would improve these conditions whilst still exposed to more prevalent strong wind directions (north-westerly and westerly winds). A quantitative assessment of the development in its cumulative surroundings was also requested for consideration. Initial results provided show winds exceeding the safety criteria along Portland Way next to the proposed development in the cumulative development scenario.
- 9.7.4 At the time of drafting this report Buro Happold were in the process of completing their updated review and wind study. Officers intend to verbally update Panel should the conclusions of this analysis be available by that stage. However, should such results not be available, the recommendation to Panel reflects that outstanding wind issues need to be resolved before planning permission is granted.
- 9.8 Safety and security
- 9.8.1 CS policy P10(v) identifies that developments should create safe and secure environments that reduce the opportunities for crime and the NPPF states that developments should be safe and accessible so that crime and disorder, and the fear of crime, do not undermine quality of life.
- 9.8.2 Whereas detailed design has yet to come forward the Design Code confirms that active frontages will be provided on key elevations and over 50 per cent of the façade at ground level will be glazed. Such an approach will aid passive surveillance around the area. Such an arrangement will be supplemented by windows at upper levels to activate the building's facade at different scales and distances.



KEY

-  Active edges
-  Internal Circulation
-  Path and Roads
-  Main Entrances
-  Max. Parameter

An illustration of how the corner of the building close to the junction of Portland Way and Woodhouse Lane could materialise is depicted in the image below:



9.8.3 Whilst active frontages will be maximised on three elevations, serviced facades are also essential to the building's operation. Consequently, such elements will be focussed on the elevation facing the Rose Bowl. However, the Design Code notes that it will be important to manage the quality of this elevation and it will be designed to be relieved by texture, pattern or shadow. All routes and spaces around the building, including areas of seating, would be well lit.

9.8.4 Consequently, subject to detailed design the development would accord with CS policy P10.

9.9 Planning Obligations, Viability and CIL

9.9.1 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.

9.9.2 The proposed scheme produces the need for the following obligations which it is considered meet the legal tests:

- Off-site highway improvements contribution of £150,000 towards the Woodhouse Lane Gateway Scheme to accord with the CS policies SP11, T2 and CC3 and the Transport SPD;
- Contribution of £13,000 towards wayfinding improvements so as to accord with CS policy and policy CC3 and T2;
- Contribution of £25,714 per bay should any on-street pay and display bays be lost as a consequence of the development so as to accord with CS policy T2;
- Car club trial membership contribution of £3,460 to accord with the Parking SPD;
- Compliance with Travel Plan measures and Travel Plan Review fee of £4,557 to accord with the Parking SPD;
- 24 hour public access through the site so as to accord with CS Policy CC3;
- Local employment and training initiatives so as to accord with Core Strategy Spatial Policy 8; and

- Section 106 monitoring fee

9.9.3 This development will be liable to pay the Community Infrastructure Levy (CIL) although the liability will be calculated on the day that the final Reserved Matter is approved. The infrastructure requirements for the 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 Infrastructure Funding Statement at the time that decision is made.

9.10 Planning balance and conclusion

9.10.1 Whereas the SAP envisaged the development of office space, residential accommodation and a hotel on this site, the City has an adequate supply of such uses and the development on the university's land of a new school for the university would directly align with the university's growth strategy identified in the Estate Masterplan and consequently enhance Leeds' higher education offering. The use is supported by policies in both the CS and the Innovation Arc SPD and would be compatible with surrounding uses.

9.10.2 The proposals would bring forward the regeneration of a surface car park which has awaited development for 80 years. The parameter plans and heritage impact analysis confirm that the development would not harm the setting of nearby heritage assets and, subject to detailed design informed by the Design Code, the proposals have the capacity to significantly enhance the immediate area by bringing forward a well-designed new building and high-quality public realm.

9.10.3 The site is sustainably-located and its development would be accompanied by a range of measures to encourage sustainable transport modes whilst reducing the number of private car journeys into the city centre. The development will incorporate a range of features intended to reduce carbon emissions, targeting a BREEAM Excellent rating and Net Zero Carbon in operation, as well as reducing need for staff and students to travel between campuses.

9.10.4 The new facilities will support future growth and expansion by enabling the University to respond to future growth opportunities. The development would also result in the creation of a number of direct and indirect jobs through construction phase, which is likely to result in a major contribution to the local economy.

Appendix 1 – Draft conditions

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

Layout
Scale
Appearance
Landscaping
Access

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

As only outline details have been submitted of the reserved matters, they are reserved for subsequent approval by the Local Planning Authority.

2 Application for approval of all reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be agreed.

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

3 Reserved matters applications shall be submitted in accordance with the limits specified in the approved parameter plans 4084-FBA-00-00-D-A-011000 P01, 4084-FBA-00-B1-D-A-011B10 P01, 4084-FBA-00-RF-D-A-011080 P01, 4084-FBA-00-XX-D-A-012002 P02, 4084-FBA-00-XX-D-A-012003 P01; strategic access arrangements identified in plan 4084-FBA-00-00-D-A-011002 P03; and the principles in the approved Design Code document Land on Woodhouse Lane January 2025.

For the avoidance of doubt.

4 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.

5 (a) Prior to the commencement of the development (including any site clearance, groundworks or drainage etc.) all existing trees to be retained within or adjacent to the development site shall be fully safeguarded during the course of the building works and landscaping in accordance with the guidance of British Standard 5837 (Guide for Trees in relation to Construction), or with the particulars specified in details which shall first have been submitted to and approved in writing by the Local Planning Authority. NOTE Only the BS5837 default barrier with the scaffold framework shall be employed. Such measures shall be retained for the full duration of any demolition and/or approved works.

(b) No works or development shall commence until a written Arboricultural Method Statement (AMS) in accordance with BS5837 for a tree care plan for the development has been submitted to and approved in writing by the Local Planning Authority. The AMS shall include:

(i) a methodology for construction of the building next to retained trees.

- (ii) a Site Supervision Schedule i.e. a list of site visits and the operational specifics related to trees for the full construction duration.
- (iii) reporting back to the Local Planning Authority immediately after each site supervision intervention (written & photographic).

Works shall then be carried out in accordance with the approved AMS.

NOTE this item cannot be discharged until the last supervision visit report for each relevant phase is submitted.

(c) Evidence shall be submitted, such as a written appointment (including site specifics), that confirms that a qualified Arboriculturist/competent person has been appointed to carry out the Arboricultural monitoring/supervision for the development.

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

(e) 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/drainage, without the prior written approval of the Local Planning Authority.

(f) The protective enclosure shall be retained in position until all equipment, machinery or materials for the development have been removed from the site.

To ensure the protection and preservation of retained on and off-site trees during construction work.

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

To protect nesting birds in vegetation.

7 The approved Phase I Desk Study report indicates that a Phase II Site Investigation is necessary, and therefore development (excluding demolition) 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 (excluding demolition) shall not commence until a Remediation Strategy 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 Strategy shall include a programme for all works and for the provision of Verification Reports.

It is strongly recommended that all reports are prepared and approved by a suitably qualified and competent person.

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' with respect to land contamination.

8 If remediation is unable to proceed in accordance with the approved Remediation Strategy, or where significant unexpected contamination is encountered, or where soil or soil

forming material is being imported to site, the Local Planning Authority shall be notified in writing immediately and operations on the affected part of the site shall cease. The affected part of the site shall be agreed with the Local Planning Authority in writing. An amended or new Remediation Strategy and/or Soil Importation Strategy 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 Strategy. Prior to the site being brought into use, where significant unexpected contamination is not encountered, the Local Planning Authority shall be notified in writing of such.

It is strongly recommended that all reports are prepared and approved by a suitably qualified and competent person.

To ensure that any necessary remediation works are identified to make the site 'suitable for use' with respect to land contamination.

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

It is strongly recommended that all reports are prepared and approved by a suitably qualified and competent person.

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

10 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 is suitable for use.

11 The Reserved Matters application identifying the layout shall include full details of the proposed foul and surface water drainage scheme. The drainage design shall be based on the specific requirements as set out within the current Leeds Flood Risk Management Minimum Development Control Standards for Flood Risk.

In the interests of sustainable drainage and to prevent flooding.

12 The Reserved Matters application identifying the scale and layout of the development shall include:

- (i) full details of the measures to comply with Core Strategy policy EN1, such details to be based upon the submitted Energy and Sustainability Statement.
- (ii) a design-stage 'Excellent' / 'Outstanding' rated BREEAM certificate.

(iii) confirmation of connection to the District Heat Network or alternative measures to comply with Core Strategy policy EN4.

Within 6 months of occupation of the development, a post-construction review including as-built evidence of complying with Core Strategy policies EN1, EN2 and EN4 and including a final 'Excellent' / 'Outstanding' rated BREEAM certificate, must be submitted to and approved in writing by the Local Planning Authority.

13 The Reserved Matters application identifying the scale and layout of the development shall include a quantitative wind tunnel assessment for the development.

Any wind mitigation measures identified in the assessment as being necessary to mitigate the effects of wind shall be installed prior to cladding of the development unless interim wind mitigation proposals for the period prior to occupation of the building are submitted to and approved in writing by the Local Planning Authority. All interim wind mitigation measures shall be retained as such until the permanent wind mitigation features have been installed. Such permanent wind mitigation features shall thereafter be retained and maintained unless subsequent wind assessment, which shall have been submitted to and approved in writing by the Local Planning Authority, confirms that the wind mitigation features are no longer necessary.

In the interests of highway and pedestrian safety.

14 No works shall begin on the development 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) the construction vehicle routing, the means of access, location of site compound, storage and parking (including workforce parking), means of loading and unloading of all contractors' plant, equipment, materials and vehicles and associated traffic management measures;
- (b) the methods to be employed to prevent mud, grit and dirt being carried onto the public highway from the development;
- (c) measures to control the emissions of dust and dirt during demolition and construction; and
- (d) 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 each phase of development 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

In the interests of amenity and highway safety

15 The hours of construction including deliveries and waste collection for the development shall be restricted to 08:00 to 18:00 hours Monday to Friday, 08:00 to 13:00 hours Saturdays, with no activities on Sundays and Bank Holidays, unless otherwise agreed in writing in advance by the Local Planning Authority in exceptional circumstances.

In the interests of amenity.

16 No development shall commence until a survey of the condition of Woodhouse Lane, Portland Crescent and Portland Way has been submitted to and approved in writing by the Local Planning Authority. A plan showing the surveyed areas shall also accompany the survey report. Following completion of the relevant phase of development a survey of those highways shall be submitted identifying their condition, together with a schedule of remedial works to rectify damage identified as a result of construction traffic associated with the relevant phase

of the development to the highway identified between the two surveys. The approved mitigation works shall be fully implemented prior to first occupation of the relevant phase of development. In the event that a defect is identified during other routine inspections of the highway that is considered to be as a result of construction traffic associated with the relevant phase of the development and a danger to the public it must be immediately made safe and repaired within 24 hours from the applicant being notified by the Local Planning Authority.

To ensure the free and safe use of the highway.

17 The development shall not be occupied until all areas shown on the approved plans to be used by vehicles, pedestrian and cyclists, including roads, footpaths, cycle tracks, loading and servicing areas and vehicle parking spaces have been fully laid out, surfaced and drained such that loose materials and surface water does not discharge or transfer onto the highway. These areas shall not be used for any other purpose thereafter.

To ensure the free and safe use of the highway.

18 The development shall not be occupied until a plan showing details of dedicated space for loading, unloading and parking of service/delivery vehicles has been submitted to and approved in writing by the Local Planning Authority. This space shall be retained for the lifetime of the development.

To ensure the free and safe use of the highway.

19 The off-site highway works shown in principle on drawing 4084-FBA-00-00-D-A011004 P01 comprising widening of the footways on Portland Way, Portland Crescent and the Definitive Footpath (LEEDS CITY 41) to 3m wide and associated land shall be implemented and completed prior to first occupation of the development.

In the interests of visual amenity, connectivity and to ensure the free and safe use of the highway.

20 Full details of cycle parking and facilities for the development, including details of existing cycle parking provision across the campus, distances between relevant buildings, alongside staff and student surveys to identify existing and likely future cycling demand, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the superstructure of the development. The development shall not be occupied until the approved cycle parking and facilities have been provided. The approved facilities shall thereafter be retained for the lifetime of the development.

In the interests of sustainable travel.

21 The development shall not be occupied until a Servicing and Delivery Management Plan (including timescales and detailed loading bay proposals) has been submitted to and approved in writing by the Local Planning Authority. The plan shall include the following information: management of deliveries (size of vehicles, frequency, how overlaps between deliveries would be avoided), refuse management (frequency, collection point, movement of bins to collection point), management of disabled bay and operation/management of any bollards. The plan shall be fully implemented and operated in accordance with the approved timescales.

To ensure the free and safe use of the highway, to protect the amenities of nearby residents and to ensure coordination with other operations.

22 Notwithstanding the details shown on the approved Access Site Plan 4084-FBA-00-00-D-A-011002 P03, the parking area shall not be laid out or be brought into use until a revised Proposed Site Layout demonstrating the provision of disabled car parking has been submitted to and approved in writing by the Local Planning Authority, (in accordance with current British Standard BS8300 unless otherwise agreed in writing). The agreed layout shall be implemented prior to occupation and retained for the lifetime of the development. The disabled parking space provided with an electric vehicle charging point prior to first occupation of the development and the space and charging point shall thereafter retained for the lifetime of the development for use solely by Blue Badge holders.

In the interests of accessibility.

23 No vehicular access shall be taken to or from the site from Portland Way.

To ensure the free and safe use of the highway.

24 Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of integral bat roosting and integral bird nesting features (for species such as House Sparrow and Swift) within the built structure based upon 5 features for the first 1000sqm GEA and one additional feature for every additional 100sqm GEA. Features that are not integral will only be considered for approval if an appropriately qualified ecologist provides assurance that, following discussions with the building architect, integral features are not possible. The agreed Plan shall show the number, specification of the bird nesting and bat roosting features and where they will be located, together with a timetable for implementation and commitment to being installed under the instruction of an appropriately qualified bat consultant. All approved features shall be installed prior to first occupation of the development and retained in the manner as approved thereafter.

To maintain and enhance biodiversity.

25 Prior to the commencement of the above ground works of the development typical detailed 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) ground level entrances and external doors;
- (b) soffits;
- (c) glazing, including framing and curtain walling;
- (d) windows including heads, cills, reveals and screens and vents;
- (e) façade and material junctions; and
- (f) parapet details, rooftop balustrades and rooftop equipment.

The works shall be constructed in accordance with the details thereby approved.

In the interest of visual amenity and in providing a high quality design.

26 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 panels on site or in an 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.

27 Further to condition 1, the reserved matters application shall include full details of hard and soft landscape. The hard landscaping details shall be designed to accord with BS 8300:Part 1 2018 and shall include, where applicable:

- (a) proposed finished levels and/or contours including details of any changes to the line or level of the existing adopted footways around the site;
- (b) walls and retaining walls including to proposed planters;
- (c) other pedestrian access and circulation areas;
- (d) hard surfacing areas;
- (e) gates and railings;
- (f) minor artefacts and structures (e.g., street furniture including seating and bicycle anchor points, balustrades, bollards, directional signs, external lighting, CCTV and litter bins including recycling bins);
- (g) freestanding wind baffles;
- (h) proposed and existing functional services above and below ground (e.g. drainage, power cables, communication cables, pipelines etc., indicating lines, manholes etc.).

Soft landscape works to BS 4428:1989 shall include:

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

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

28 (a) Further to condition 27 full details of the load bearing cell type rooting zone using proprietary structures for trees in hard landscape shall be submitted and approved in writing by the Local Planning Authority. The details shall be fully in accordance with Leeds City Council guidance on urban tree planting and shall be completed in accordance with the implementation programme. The details shall include:

- (i) proprietary soil cell structures to support paving over extended sub-surface rooting areas
- (ii) Soil cell volume /soil volume calculations
- (iii) specification of topsoil including additives and conditioners
- (iv) Tree grilles and guards and means of anchoring root balls. Built-in Root Irrigation Pipe system with end cap and aeration system.
- (v) Passive and / or active irrigation including directed use of grey water / roofwater or surface water infiltration to benefit planted areas. Details of distribution system and controls
- (vi) Tree grill details
- (vii) drainage system for tree pits.
- (viii) Where applicable, details of protection measures for statutory utilities and drainage
- (ix) Works shall then be carried out in accordance with the approved details.

(b) To ensure full compliance, a brief report on the installation of the rooting zone structures, including supporting photographic evidence, shall be submitted to the Local Planning Authority when the works are still open to allow Local Planning Authority inspection prior to any surfacing works.

(c) A 3 year irrigation programme for the trees (in accordance with BS 8545-2014 Trees from Nursery to Independence) shall be submitted to the Local Planning Authority for approval in writing. Confirmation of irrigation compliance shall be submitted to the Local Planning Authority on a quarterly basis for the full 3 year programme period.

To ensure the provision of amenity afforded by appropriate landscape design and its cultural requirements are integrated into the development scheme.

29 All hard and soft landscaping works shall be carried out in accordance with the approved details and approved implementation programme. The developer shall complete the approved landscaping works and confirm this in writing to the Local Planning Authority prior to the date agreed in the implementation programme.

To ensure the provision and establishment of acceptable and accessible landscaping.

30 The development shall not be occupied until a plan, schedule and specification for landscape management for the lifetime of the development 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.

31 All hard and soft landscaping works shall be carried out in accordance with the implementation programme approved pursuant to condition 27 above. On completion of those works a Verification Report(s) that clearly demonstrates that the approved landscaping works have been fully implemented as approved shall be submitted to the Local Planning Authority in accordance with the approved implementation programme. The development or phase of a development shall not be brought into use or first occupied until such time as the submitted verification information has been approved in writing by the Local Planning Authority.

It is strongly recommended that all reports are prepared and approved by a suitably qualified and competent person.

To ensure that the landscaping works are fully implemented as agreed in the interest of securing an appropriate landscaped setting and to enhance biodiversity and opportunities for the creation of natural habitats.

32 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.

33 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. To ensure adequate measures for the storage and collection of wastes are put in place.

In the interests of amenity and highway safety.

34 The glazing and ventilation strategy and specification installed in the development shall be in accordance with the details set out in the Buro Happold Noise Impact Assessment reference 0059100-BHE-RP-YA-0001-P02.

In the interests of amenity.

35 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.

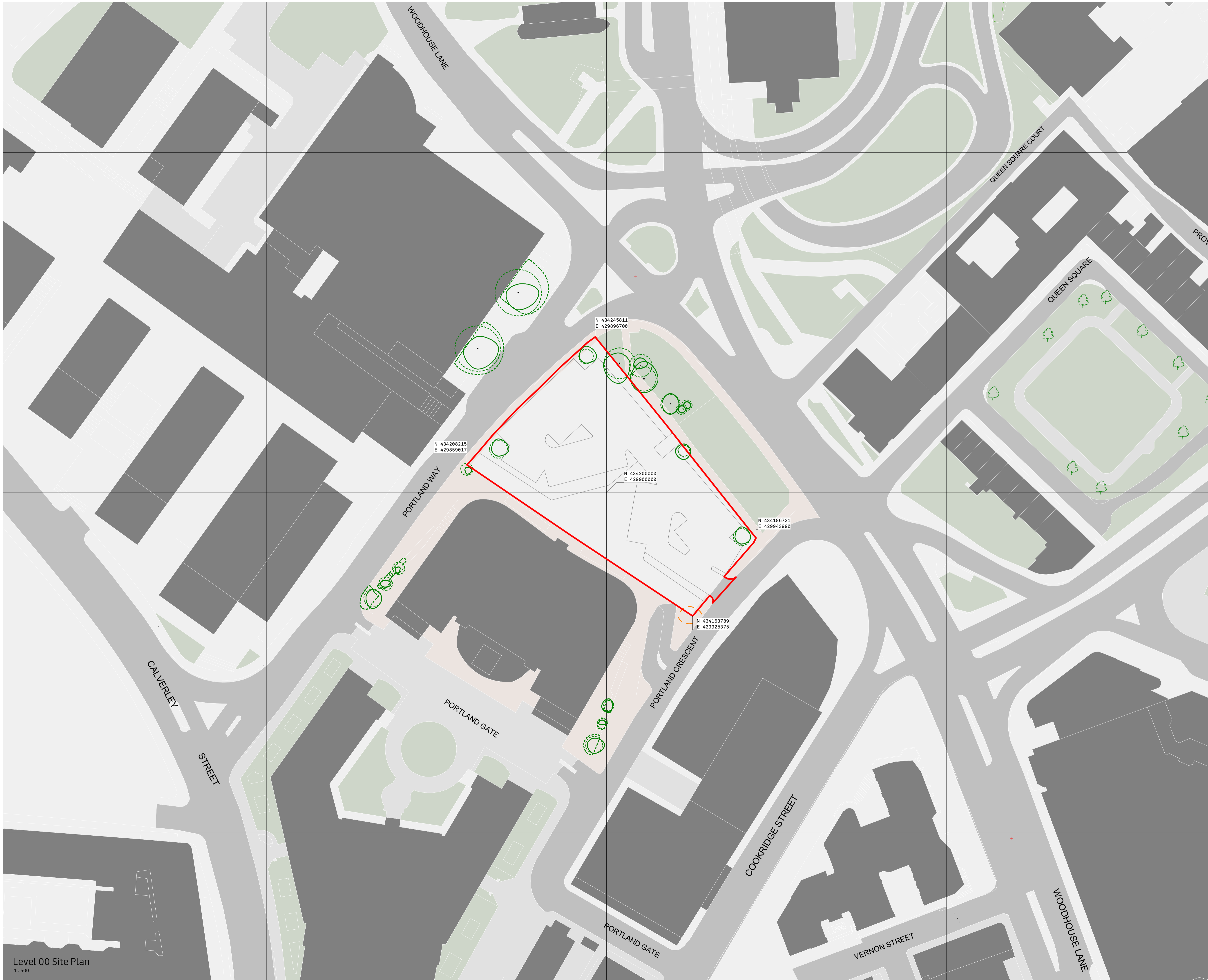
In the interests of residential amenity.

36 No external lighting shall be installed unless a lighting scheme has previously been approved in writing by the Local Planning Authority. No lighting fitment shall be installed on the site in such a way that the source of light is directly visible from nearby residential properties or is a hazard to users of adjoining or nearby highways. The scheme shall be installed and retained thereafter in accordance with the approved details.

In the interests of amenity and highway safety.

37 The statutory Biodiversity Gain Condition will apply.

- APPLICATION BOUNDARY
- TREE SURVEY CROWN DIMENSION
- TREE SURVEY ROOT PROTECTION ZONE
- TREE SURVEY CAT U TREE (TO BE REMOVED)
- ROAD
- PAVEMENT
- GRASS
- EXISTING BUILDING



Level 00 Site Plan
1:500

Rev.	Date	Description	NC	AT	Issued	Checked
P01	28/09/24	First Issue				

Drawing No: **4084-FBA-00-00-D-A-011999** Rev: P01

Project Name: **LEEDS BECKETT BEEC - SITE**

Drawing Name: **LOCATION PLAN**

Drawing Status: **PRELIMINARY** Suitability: **S0**

Product No: 4084 Date: 20/09/24 Scale: As indicated Drawn: IC Checked: AT