



Report of the Chief Planning Officer

PLANS PANEL CITY CENTRE

Date: 8 OCTOBER 2009

Subject: APPLICATION 09/03060/FU 10 storey car park with associated management suite and ancillary (Class D1/Cycle Hire and Workshop) space and landscaping - Orange Zone Car Park, Off Vernon Road, Woodhouse, Leeds.

APPLICANT	DATE VALID	TARGET DATE
University of Leeds	14 July 2009	13 October 2009

Electoral Wards Affected:

Hyde Park and Woodhouse



Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

DEFER and DELEGATE approval to the Chief Planning officer subject to the conditions specified (and any others which he might consider appropriate)and the completion of a legal agreement within 3 months from the date of resolution unless otherwise agreed in writing by the Chief Planning Officer, to include the following obligations; Employment and training of local people, agreement to off site public realm works to the Parkinson Entrance to the campus and land at the end of Hillary Place, public access areas, the identification of an area of land upon which a future public footpath across Leeds Ring Road could be landed, on street car parking and traffic management measures and agreement to a 5 metre easement between the building and the retaining wall of the Inner Ring Road.

Conditions

1. Time Limit.
2. Details of levels including Ordnance Survey Data
3. Samples of all external walling and roofing materials
4. Samples of all surfacing materials
5. Sample panel of all external walling materials

6. Detailed 1:20 scale working drawings shall be submitted including cross sections
 - a) all doorways, b) all windows c) eaves and soffit detail d) the external treatment and materials to the roof top plant rooms, e) details of the upper level balustrade, and f) sections through all elevations.
7. Hard and/or soft landscaping scheme
8. Implementation of landscaping
9. Protection of existing retained trees and vegetation.
10. Preservation of existing trees and vegetation.
11. Provision of replacement trees
12. Management of landscaping
13. Details of control of surface water discharges from the site
14. No piped discharge of surface water from the development prior to completion of approved surface water drainage works.
15. A feasibility study into the use of infiltration methods.
16. Details of unexpected land contamination
17. Details of the importing of soils
18. Noise and dust suppression measures during construction.
19. Means of preventing mud on the highway
20. Hours of construction 08.00 to 18.00 Monday to Friday, 08.00 to 13.00 Saturdays and no construction on Sundays and Bank Holidays.
21. Waste storage and disposal details, including recycling
22. No refuse containers to be stored outside the building.
23. Lighting details
24. Details of the installation of Photovoltaic panels to the roof of the building.
25. Details of temporary car parking arrangements
26. Off site highways works for a Toucan crossing on Woodhouse Lane
27. Submission of a scheme showing how ingress and egress by vehicles, including access via Lodge Street and Vernon Road, will be controlled.
28. During the hours of 07.00 to 18.30 the building is to be used for parking for University (including the Innovation City Leeds building) staff, tenants and visitors only

The following are non standard conditions which can be found in full in the Appendix – 2, 5, 6, 7, 8, 13, 14, 15, 18, 20, 22, 24, 25, 26, 27 and 28.

Reasons for approval: The application is considered to comply with policies A4, BD2, BD3, BD4, BD5, CC1, CC8, CC10, CC11, CC12, GP5, GP7, N12, N13, N23, T24 and T24A of the UDP Review, as well as guidance contained within Leeds – City Centre Urban Design Strategy (CCUDS): Improving Our Streets, Spaces and Buildings (urban design principles based on the distinctive qualities of Leeds City Centre), PPS1, PPS6 and PPG15 and having regard to all other material considerations, as such the application is recommended for approval.

1.0 INTRODUCTION:

The application is brought to Plans Panel to allow Members to consider whether the proposed scheme is acceptable in respect of use, design, scale and location on this site. The Developers of the above site presented the scheme to Members at Plans Panel on 26 March 2009 and again on 23 April 2009 when the proposal was shown indicatively as part of a more detailed presentation on the Innovation City Leeds building, and on 18 June 2009 as a detailed pre-application proposal for the car park itself. Subsequently the submitted scheme was brought before Members as a position statement on 10 September 2009. The proposal has responded to Members comments, which are detailed below in section 5.0 History of Negotiations.

The building is to be positioned on one of the 27 development proposals sites put forward by the University as part of their overall Strategic Development Framework (May 2008 Revision C) for the campus, which was presented to Members on 28 February 2008.

2.0 PROPOSAL:

The proposal is for a 10 storey car park with associated management suite and ancillary (Class D1/ Cycle Hire and Workshop) space and landscaping. The positioning of a large number of the above mentioned 27 development proposals across the University of Leeds campus would result in an overall loss (across the campus) of approximately 175 surface car parking spaces, across the campus, although in the short term the loss of car parking from this part of the campus with the constriction of the multi storey car park and the Innovation City Leeds building would amount to 360 car parking spaces. It is the University's intention to encourage alternative means of transport to and from the campus, such as walking, cycling and public transport. However, it is acknowledged that there remains a requirement for car parking provision for both staff and visitors to the campus, and therefore the proposal is for a multi storey car park that would provided a total of 607 car parking spaces (30 of these being disabled accessible spaces).

Consideration has been given to the appearance and design of the building in respect of its context on the campus, and its relationship to nearby buildings, including the proposed City Innovation Building.

A number of documents have been submitted in support of this proposal and these are:

- Planning Statement
- Design and Access Statement
- Tree Survey
- Outline Landscape Specification
- Land Contamination Desktop Study
- Transport Assessment
- Car Park Management Plan
- Sustainability Statement
- Biodiversity Statement
- Drainage and SUDS Statement

3.0 SITE AND SURROUNDINGS:

The site is currently used as a surface car park, and has a number of relatively mature trees planted in landscaped beds around the edges of the existing hard surfaced car parking bay. The site is close to but outside the boundary of the Woodhouse Lane /University Precinct Conservation Area. The Leeds Unitary Development Plan Review 2006 (UDP) defines this location as being within the Education Quarter, and as Proposal Area 19 – University Campus (South East). The UDP also defines an opportunity for an enhanced public routes crossing the site as well as a proposed public space.

4.0 RELEVANT PLANNING HISTORY:

09/02351/FU - Erection of an 8 Storey Building to form University Business and Innovation Centre, with Café and Landscaping at The Orange Zone Car Park, University of Leeds, Off Woodhouse Lane, Leeds, LS2.

5.0 HISTORY OF NEGOTIATIONS:

The proposal has been the subject of pre-application discussions between the Developers, their Architects and Local Authority Officers since March 2009. These discussions have focused on the proposed use of the site as a multi storey car park, the numbers of car parking spaces, the position of the block in relation to other existing and proposed buildings, the height, form and scale of the block, details of the elevational design and materials, key views, pedestrian routes and connectivity through the site and wider campus, the sustainability credentials of the proposal, and the proposed hard and soft landscaping scheme.

Members will recall being presented an indicative block plan of the proposed multi storey car park as part of the presentations on the Innovation building given to them by the Developers at Plans Panel of 26 March 2009 and 23 April 2009. A further pre-application presentation of the progressed design of this multi storey car park and landscaping scheme was given to Members on 18 June 2009.

Members made the following comments:

- Not bad for a multi storey car park – a lot of thought and imagination in it.
- Footpaths must be DDA compliant.
- Liked ‘quaver’ style panelling.
- Could panels be different colours?
- Must be sustainable – wants to achieve the solar panels indicated.
- Report needs to justify car parking numbers – not just more spaces to encourage students to use cars.

Following these Plans Panel Member comments the Applicants submitted the planning application on 14 July 2009 and the proposal was present once more to Members as a position statement on 10 September 2009. Members made the following comments;

- Overtime the colour of the exterior panels may fade following exposure to sunlight. Unpleasant odours may emanate from the carbon fibre panels, lining the back of the panel could assist in reducing the odour
- The proposed grey colour for the exterior panels may look dull in the winter months
- The use of ventilation holes in the exterior panels may produce noise in windy conditions
- The structure on the roof housing the lift winding gear detracts from the appearance of the building
- Further consideration of the species of trees and more strategic planting is required
- Further details on the energy savings for the building

The proposal is therefore brought back before Members to consider the responses to these matters.

6.0 PUBLIC/LOCAL RESPONSE:

The application was publicised via a Site Notice posted on 23 July 2009 expiring on 13 August 2009 for a Proposed Major Development and in the Leeds Weekly news edition printed the week of 6 August 2009.

No responses received to date.

7.0 CONSULTATIONS RESPONSES:

Statutory:

Yorkshire Water: State that should planning permission be granted then the decision should be conditioned to address the means for disposal of surface water and drainage.

Response: The conditions will be applied accordingly.

Highways: State that details of temporary car parking arrangements are required and should be conditioned, that during the hours of 07.00 to 18.30 the building is to be used for parking for University (including the Innovation City Leeds building) staff, tenants and visitors only. In addition Highways request a Section 106 Legal Agreement clause for a 5m easement be established to the retaining wall of the Inner Ring Road to allow the Council access for inspection and maintenance, and that a contribution, of a sum to be agreed, is made towards the provision of a Toucan crossing on Woodhouse Lane to the south of the junction of this road with Fenton Street.

Response: The conditions and Section 106 clauses will be applied accordingly.

Mains Drainage: State that a number of drainage conditions would be required in respect of surface water discharge, piped discharge of water, and a feasibility study into the use of infiltration methods.

Response: These matters will be conditioned accordingly.

Non-statutory:

Leeds Civic Trust: No response to date.

Transport Policy: State that due to the proposed use and the public transport infrastructure improvement contributions being obtained via a number of other individual planning applications for developments across the campus, there is no requirement for a public transport infrastructure improvement contribution in this case.

8.0 PLANNING POLICIES:

Development Plan – UDPR and RSS

Policy A4 (access for all)

Policy BD2 (design and siting of new buildings)

Policy BD3 (accessibility in new buildings)

Policy BD4 (All mechanical plant)

Policy BD5 (All new buildings)

Policy CC1 (Planning obligations)

Policy CC8 (New buildings to respect the spatial character of existing buildings and streets outside the Prestige Development Areas)

Policy CC10 (provision of public space)

Policy CC11 (enhanced pedestrian corridors and upgraded streets)

Policy CC12 (New development and new public spaces relating and connecting to the existing street pattern)

Policy GP5 (all planning considerations)

Policy GP7 (planning obligations)

Policy N12 (Urban building design)
Policy N13 (Design of all new buildings)
Policy N23 (Space around new buildings)
Policy T24 (Parking provision)
Policy T24A (Conditions under which long stay parking is acceptable)

Relevant supplementary guidance

Leeds – City Centre Urban Design Strategy (CCUDS): Improving Our Streets, Spaces and Buildings (urban design principles based on the distinctive qualities of Leeds City Centre).

Government Planning Policy Guidance/Statements

Planning Policy Statement 1 (PPS1) – Delivering sustainable development
Planning Policy Statement 6 (PPS6) - Planning for Town Centres
Planning Policy Guidance 15 (PPG15) – Planning and the Historic Environment

9.0 MAIN ISSUES

1. The principle of the proposed use
2. The impact of the building design on the character and visual amenity of the site, the street scene and wider area
3. Vehicle parking provision and car park management
4. Landscaping and publicly access areas
5. Sustainability
6. Section 106 Legal Agreement – Heads of Terms

10.0 APPRAISAL

1. The principle of the proposed use

The requirement for a multi storey car park to replace existing surface car parking that has and will be lost due to development of a number of sites across the campus, was stated in the University of Leeds Strategic Development Framework (May 2008 Revision C). The submitted Transport Assessment indicates that it is the University's intention to encourage alternative means of transport to and from the campus, such as walking, cycling and public transport. However, it is acknowledged that there remains a requirement for car parking provision for both staff and visitors to the campus, and therefore the proposal is for a multi storey car park that would provided a total of 607 car parking spaces (30 of these being disabled accessible spaces).

Leeds Unitary Development Plan Review 2006 (UDP) defines this location as being within the Education Quarter, and as Proposal Area 19 – University Campus (South East). The principle purpose of the proposed development would be to serve users of the campus (although commercial use, out of campus hours, is also proposed) both as staff and visitors. The proposed use of the site for car parking would be a supportive use in respect of the educational uses in this area.

The proposed D1 or Cycle Hire and Workshop (Sui Generis) uses of the of the ground floor north facing gallery would be ancillary to the main use of the building, and would compliment other existing educational uses on the wider campus. As such the main and ancillary uses would be considered to be acceptable in this location.

2. The impact of the building design on the character and visual amenity of the site, the street scene and wider area

The proposal is for a 10 storey rectangular block set in a landscaped area. The orientation and height of the building has been considered in the context of the existing adjacent university buildings, as well as the future innovation City Leeds building, and a potential Physics building to the north-east of the site. Care has been taken to ensure the building's height does not exceed the parapet line of the EC Stoner building to the north of the site.

The elevations of the building will be in the form of 'shields' positioned to conceal the interior of the car park whilst allowing the penetration of natural light and natural ventilation. These shields will be a lightweight glass-reinforced plastic (GRP) fixed at four points to a frame, attaching to the floor slabs within the car park. The shields would have a curved surface to allow some visual activation of the elevations and will be rotated during construction to give four different positions in which they can be placed.

With regard to Members comments on the design and colour of the shields, consideration has been given to whether the shields should have a different external colour. It has been stated that in terms of the GRP material it is the greys and silver mid tones that hold their colour the best in terms of longevity. As such discussions have continued with regard to the best tone to use within this colour range, and it has been agreed that a lighter colour than previously presented at Plans Panel would benefit the visual amenity of the proposed building. To ensure that there is some life and vitality to the colouring to the shields the rear of the shields, and the supporting spars at their rear, which will be visible through the gaps around and ventilation holes through the shields, will be coloured one or more (blue and/or green) tones.

In respect of the ease of maintenance the use of a strong lustre or gloss would ensure that the panels would be relatively easy to clean due to reduced surface friction. In addition, the shields would be given a lacquer which would assist in their cleaning. The cleaning of the building would be done via jet wash as part of the University's overall cleaning and maintenance programme.

Green tones of glass cladding would be used around the pedestrian entrance to the northern elevation, visually tying into the green wall to the west, south and eastern faces of the building at the lower levels.

Consideration of the potential for odour from the GRP has been undertaken by the Developers and it is stated that due to the outdoor location of the panels, and the manner in which they are positioned in terms of ventilation gaps around and ventilation holes through them, any odour should dissipate over a number of weeks. In addition, the manufacturing process for the GRP shields allows the panels to be cured externally prior to deliver to the development site.

The wind and associated vibration of the shields, in respect of the ventilation holes in them and gaps around them, is also the subject of further consideration following comments from Members. It is considered that the ventilation gaps around and ventilation holes within the shields would assist the shields to resist and deflect the pull of strong winds. Further analysis is being undertaken by the Developer with regard to tonal wind noise (whistling) between the panels and the ventilation holes to ensure that this is not an issue that affects the users of the buildings amenity, or the structural integrity of the building.

A glass fronted gallery is proposed to the ground floor of the north facing elevation to ensure a more active frontage to this face of the building. In addition a 'green wall'

will wrap around the lower levels of the west, south and east facing elevations. The green wall would be a minimum height of 3 metres, and would be planted with clinging and climbing plants secured to a wire mesh creating a gabion wall effect. The species of these plants is to be agreed.

In addition to the GRP of the shields, a simple palette of materials is proposed comprising horizontal bands of curved cladding which sit between each row of shields. The use of such horizontal banding on the multi storey car park is a further means of visually complimenting the elevational design of the Innovation City Leeds building.

Following Member's comments the design of the lift and stair core has altered such that it has been reduced in height and area to the minimum required, and will be clad in grey or sky toned vertical metal panels, to ensure that it visually recesses as much as is possible.

The overall design of the building would result in a distinctive, high quality, contemporary addition that would compliment the proposed Innovation City Leeds building, as well as sitting comfortably within the context of the existing nearby university buildings, and the adjacent Woodhouse Lane /University Precinct Conservation Area.

3. Vehicle parking provision and car park management

The proposal is as already stated for a multi storey car park to compensate for the loss of surface car parking across the campus that is and will continue to result from the 27 proposed developments indicated in the University of Leeds Strategic Development Framework (May 2008 Revision C). Should all the developments be constructed across the full campus, then the result would be an overall loss of approximately 175 surface car parking spaces, across the campus. In the short term the loss of car parking from this immediate part of the campus with the constriction of the multi storey car park and the Innovation City Leeds building would amount to 360 car parking spaces. The proposed figure of 607 car parking spaces is in line with guidance on car parking numbers in the Leeds Unitary Development Plan Review 2006.

UDP Policy T24A states that long stay park will not be acceptable unless the proposal site is within the City Centre and Fringe City Centre commuter parking control area, or where a lack of parking within employment premises could cause serious traffic, safety or environmental problems. It can be argued that the location of the campus, being edge of city centre and in close proximity to residential areas, means that if parking levels on campus were significantly reduced (as a result of some of the other development proposals sites put forward by the University as part of their overall Strategic Development Framework (May 2008 Revision C), then there could be a detrimental impact on the surrounding area in terms of increased on street parking, leading to traffic and road safety problems. As such the provision of a multi storey car park to serve staff and visitors to the campus would be supported.

The building will accommodate 607 car parking spaces, of which 30 are disabled accessible spaces. In addition the proposal will house 10 motorcycle parking spaces.

As the UDP does not require a defined number of bicycle parking spaces to be provided in the new multi storey car park, and because there will be a bicycle parking requirement attached to the majority of the other proposed developments detailed in the above mentioned Development Framework, it is considered that

bicycle parking is not required within this particular development. However, discussions are underway between Officers and the Applicants, with regard to reaching agreement on a contribution to be made towards the provision of a new Toucan crossing, suitable to serve cyclists, on Woodhouse Lane to the south of the junction with Fenton Street

The car park is proposed to be in operation 24 hours a day 365 days a year. During the hours of 07.00 to 18.30 the building is to be used for parking for University (including the Innovation City Leeds building) staff, tenants and visitors. Outside these hours the car park will also be available for wider commercial use. To achieve this a swipe card system will be in operation controlled and managed by the University, as well as out of hours (commercial) magnetic strip tickets. The times of day that the car park will be for University uses only will be the subject of a condition on any planning permission granted.

4. Landscaping and public access areas

The landscaping scheme would link into the proposed landscaping for the Innovation City Leeds building proposed to the east of the multi storey car park. This will result in a combined landscaping scheme creating new green public open spaces, as well as defined connections to and extension of existing routes. In addition, there is proposed a continuity between the soft landscaping and the multi storey car park building, such that the landscaping would, to the east, west and south be integrated into the elevations of the building at the lower levels of the building, with the creation of green walls on the building.

The submitted proposal will require the loss of existing 32 trees, of differing conditions range from poor to health, some planted into the tarmac of the existing car park, others in soft landscaped planted beds. Whilst an overall reduction in the total number of trees is proposed, the replacements will be part of a comprehensive landscaping scheme and planted in large newly constructed planting beds. As such 42 new trees will be planted across the site as small groupings in some places, and at other points lining routes and the edges of the site. However, discussions are underway with regard to the possibilities of retaining additional existing trees and with regard to what species are appropriate and would thrive in this location.

Members commented on the need to choose trees which would thrive in this environment, close to the busy Inner Ring Road. As such details of the species of trees will be conditioned, and will be the subject of further post-determination detailed discussions.

The opportunities to encourage biodiversity to the site are being explored with the potential for nesting and refuge opportunities in the proposed tree planting, and shrubs and hedgerow planting to create cover for wildlife.

In addition, there is a requirement for off site public realm works to be undertaken to an area at the Parkinson entrance to the campus and at the end of Hillary Place. The NGT (New Generation Transport) passes the Parkinson entrance with stops proposed outside the University of Leeds campus boundary. The need for any public realm enhancement works to co-ordinate with the NGT works is acknowledged and will be address as part of the Section 106 legal agreement.

5. Sustainability

The submitted Sustainability Statement indicates that the proposal is intending to achieve a sustainably designed building via a number of means including:

- Tree planting and soft landscaping to maximises solar shading and allow the site

to combat any 'urban heat island effects'.

- Reuse of the excavation materials in the remodelling of the landscaped areas
- Additional energy source to come from a number of roof mounted Photovoltaic panels.
- Possible use of recycled materials in the aggregate of any concrete used.

Members queried the level of energy that the roof mounted Photovoltaic panels would be able to provide. The level that can be achieved is dependent upon whether mechanical ventilation, to serve the basement, is required or not. If the building is fully naturally ventilated, which would be the preferred option, then there is the potential for a 5% renewable energy provision from the roof mounted Photovoltaic panels.

Members also queried the possibility of providing an energy source point for an electric car. Discussion have been undertaken and it is agreed that this will now be provided within the scheme.

6. Section 106 Legal Agreement – Heads of Terms

The proposal would result in the following requirements to be addressed via a Section 106 Legal Agreement:

- The implementation, carrying out and maintenance of an area of off site public realm improvement to the Parkinson Entrance to the campus and land to the end of Hillary Place, with details to be submitted for agreement on commencement of works to the nearby NGT route and stop (above and beyond the landscaping submitted as part of the planning application, but physically linked to it).
- The agreement of publicly accessible areas within the landscaped scheme
- The employment and training of local people.
- The identification of an area of land upon which a future public footpath across Leeds Ring Road could be landed.
- On street car parking and traffic management measures.
- Agreement to a 5 metre easement between the building and the retaining wall of the Inner Ring Road.

11.0 CONCLUSION

In conclusion its considered that the proposal is an appropriate use, scale, design and style for this site. The design of the 10 storey building would be a high quality, contemporary addition which would sit comfortable within the context of the surrounding area. Therefore, the proposal is recommended for approval.

Background Papers:

University of Leeds Strategic Development Framework (May 2008 Revision C)

Planning application 09/02351/FU.

Planning application 09/03060/FU.

APPENDIX 1

Planning Application 09/003060/FU Non Standard Conditions

2. Prior to the commencement of development, plans of the site showing details of the existing and proposed ground levels, proposed floor levels, levels of any paths, cycle parking areas and the height of any retaining walls within the development site shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in complete accordance with the details so approved and shall be retained thereafter as such.

To ensure that the works are carried out at suitable levels in relation to adjoining properties and highways in the interests of visual amenity.

5. Construction of external walling shall not be commenced until a sample panel of the external walling to be used has been approved in writing by the Local Planning Authority. The sample panel shall be erected on site to establish its detail. The external walling shall be constructed in strict accordance with the sample panel(s) which shall not be demolished prior to the completion of the development.

In the interests of visual amenity and to ensure that the external walling harmonises with the character of the area.

6. Prior to commencement of development, detailed 1:20 scale working drawings of the following features shall be submitted to and approved in writing by the Local Planning Authority:

a) all doorways, b) all windows c) eaves and soffit detail d) the external treatment and materials to the roof top plant rooms, e) details of the upper level balustrade, and f) sections through all elevations.

Works shall be carried out in accordance with the approved drawings and maintained as such thereafter

In the interests of the character and visual amenity of the surrounding site, and the Woodhouse Lane /University Precinct Conservation Area.

7. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- (a) hard surfaced pavings and their specification,
- (b) External walls, fences and railings, gates, handrails and balustrade railings
- (c) minor artefacts and structures (e.g. refuse and cycle storage units, signs, column and bollard lighting, street furniture, etc.);
- (d) layout of existing and proposed functional services below ground (e.g. drainage, power cables, communication cables, pipelines etc., indicating lines, manholes, supports and easements etc.)

Soft landscape works shall include:

- (e) full planting plans, written specifications, including subsoil preparation, topsoil depths and specification, composts and ameliorants, cultivation and planting operations associated with trees, shrubs, herbaceous and climbing plants and grass establishment, mulch depths;
- (f) schedules of plants noting species, planting sizes and proposed numbers/densities;
- (g) design of tree pits and contained planted areas with dimensions and local modification of hard surfacing sub base and structures to accommodate extended sub-surface tree pits and linked tree pits, with dimensions, means of anchoring root balls, details of tree guards, drainage and aeration systems, tree grilles (to be compliant with current DDA guidance);
- (h) passive and / or active irrigation including directed use of grey water / roofwater or surface water infiltration to benefit planted areas; application rate, distribution system and controls and means of drainage of planted areas;
- (i) implementation programme, including weed control pre- and post- planting.

8. Hard and soft landscaping works shall be carried out in accordance with the approved details. The hard landscape works shall be completed prior to the occupation of any part of the development. The soft landscape works shall be completed by no later than the end of the planting season following the substantial completion of the development, or if the development is phased, in accordance with a programme which shall be submitted to and approved in writing by the Local Planning Authority. The landscape works shall be implemented to a reasonable, standard in accordance with the relevant provisions of appropriate British Standards or other recognised codes of good practice. The developer shall provide written confirmation by a qualified landscape architect, preferably the designer of the approved scheme, of the date on which the hard and soft landscape works have been implemented and that these are in accordance with the approved plans and specifications.

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

13. Before development commences details of works for dealing with surface water discharges from the proposed development (i.e. plans and summary of calculations) and proposal for any off-site watercourse works shall be submitted to and approved by the Council.

In compliance with PPS 25 and to ensure that the site can be properly drained without flooding.

14. No piped discharges of surface water from the application site shall take place until the surface water drainage works, including any off-site watercourse works, approved under the foregoing conditions have been completed.

To ensure that the site is properly drained.

15. a) A feasibility study into the use of infiltration drainage methods shall be submitted to and approved by the council. The analysis shall contain the results of soakaway tests and an appraisal of the various infiltration drainage methods of surface water disposal proposed for the site. Where infiltration drainage is proven not to be practicable due to ground conditions then other approved means of flow attenuation must be utilised. To ensure compliance with the council's sustainable drainage policy and PPS 25.

Soakaway design must be consistent with general development control standards for flood risk which requires that there should be no flooding of the site for the 1 in 30 yr storm event

regardless of the method proposed for the drainage of the site. The BRE 365 Design standard for 1 in 10 yr is therefore not acceptable.

b) Surface water from the development will be subject to balancing of flows to achieve a minimum 30% reduction of the existing peak flow rates from the site. Details and calculations in support of this shall be submitted and approved by the Council before commencement of works on site. To ensure compliance with the council's Minimum Development Control Standards for Flood Risk.

c) Details of on-site storage provided for additional run-off from storm events up to the 1 in 100 yr + climate change shall be submitted to and approved by the Council before commencement of works on site.

To ensure compliance with PPS 25 and the council's Minimum Development Control Standards for Flood Risk.

18. During construction the contractor must ensure compliance with current legislation on noise and dust control including the Environmental Protection Act 1990 and the Control of Pollution Act 1974. Relevant Codes of Practice set out procedures for dealing with the control of noise on construction and demolition sites are contained in BS5228: 1997 Noise And Vibration Control On Construction And Open Sites.

In the interests of amenity.

20. No construction works shall take place before the hours of 8am Monday to Saturdays, nor after 6pm Monday to Friday and 1pm on Saturdays, or at any time on Sundays and Bank Holidays.

In the interests of the residential amenity of occupants of nearby property.

22. No refuse disposal involving external storage of refuse containers shall take place. All bins shall be stored internally.

In the interests of amenity and to prevent the occurrence of unsightly refuse storage bins.

24. Development shall not commence until full details of the roof mounted photovoltaic panels, including the type of system to be used, the number of panels, their maximum height from roof level, their configuration, and an assessment of the expected energy generated compared with the building's annual electrical requirements, shall be submitted to and approved in writing by the Local Planning Authority. Works shall be carried out in accordance with the approved details and maintained as such thereafter unless otherwise agreed by the Local Planning Authority.

In the interests of the character and visual amenity of the surrounding site, and the Woodhouse Lane /University Precinct Conservation Area, and to ensure compliance with Policy ENV5 of the Yorkshire and Humber Plan - Regional Spatial Strategy to 2026

25. No development shall take place until a plan and accompany strategy showing details of temporary vehicle parking arrangements, including details of operation and management of the temporary car parking spaces has been submitted to and approved in writing by the Local Planning Authority. Temporary parking facilities so approved shall be implemented and made available for use prior to the development hereby approved being brought into use.

In the interests of the free and safe use of the highway.

26 . Full details of the off site highways works details on drawings reference 5339-01 shall be submitted to and approved in writing by the Local Planning Authority. These off site

highways works shall be carried out prior to occupation of the 10 storey car park, unless otherwise agreed in writing by the Local Planning Authority.

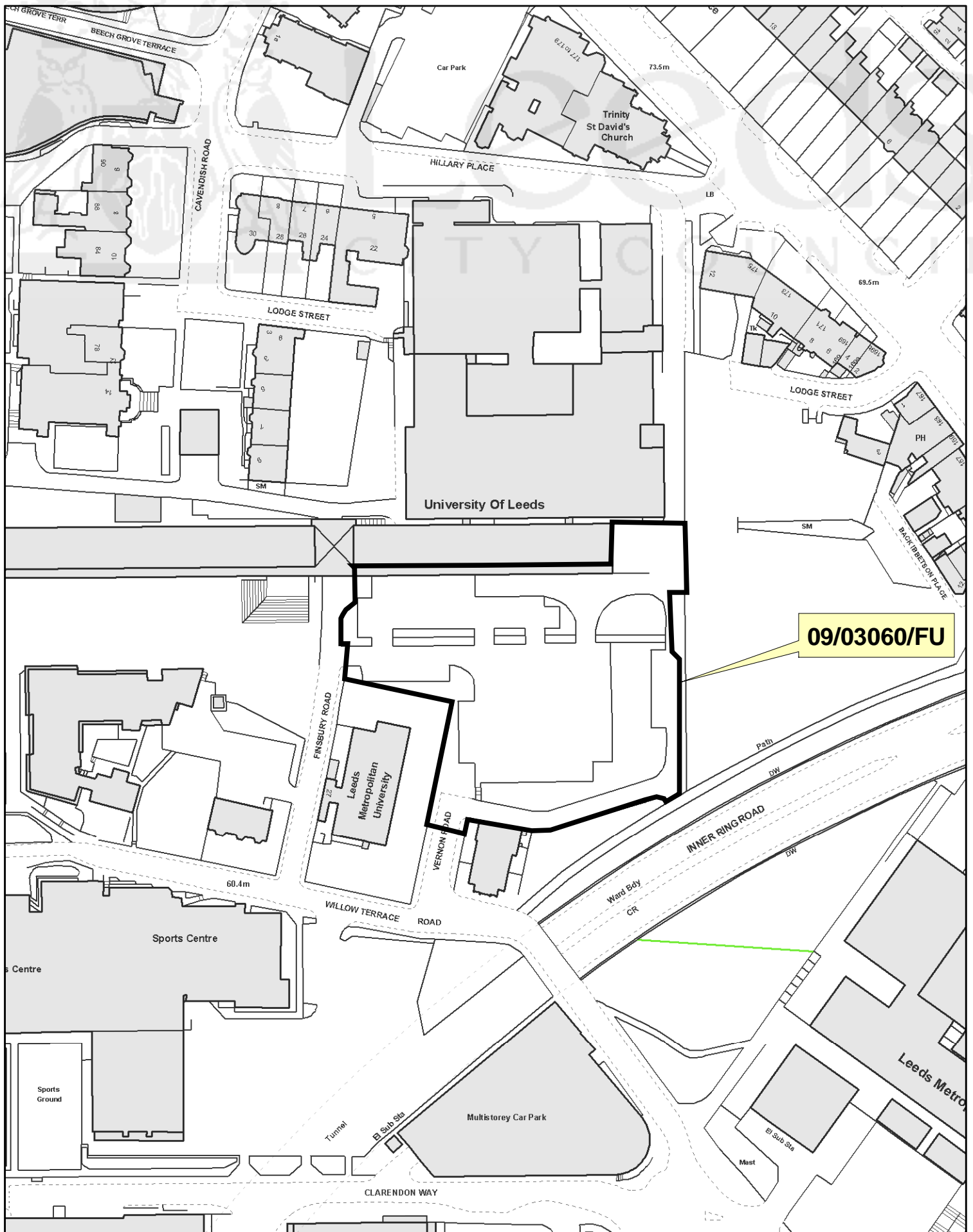
To ensure that priority is given to the introduction of new transport infrastructure by supporting public transport

27. Prior to the commencement of development, there shall be submitted to and approved in writing by the Local Planning Authority, a scheme showing how ingress and egress by vehicles, including access via Lodge Street and Vernon Road, will be controlled. The approved scheme shall be implemented prior to the car park being brought into use and thereafter retained except as approved otherwise in writing by the Local Planning Authority.

In the interests of highway safety.

28. Notwithstanding the details on the hereby approved plans, and for the avoidance of doubt, during the hours of 07.00 to 17.00 Monday to Friday, the 10 storey car park is to be used for parking for University of Leeds (including the Innovation City Leeds building) staff, tenants and visitors only, and shall not be used for commercial parking during these hours, unless otherwise agreed in writing by the Local Planning Authority.

In the interests of the free and safe use of the public highway.



CITY CENTRE PANEL I

Scale 1 / 1500

PRODUCED BY COMMUNICATIONS, GRAPHICS & MAPPING, LEEDS CITY COUNCIL

This map is based upon the Ordnance Survey's Digital data with the permission of the Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office.

(c) Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

(c) Crown Copyright. All rights reserved. Leeds City Council O.S. Licence No. - 100019567

