



Report of the Chief Planning Officer

PLANS PANEL EAST

Date: 11th March 2010

Subject: APPLICATION 10/00412/OT – Outline application to erect new divisional police headquarters comprising, offices and storage areas, custody suite, multi level car park and secure yard area at Former Greyhound Stadium, Elland Road, Holbeck, Leeds

APPLICANT

West Yorkshire Police

DATE VALID

08th February 2010

TARGET DATE

8th April 2010 (PPA target)

Electoral Wards Affected:

Beeston & Holbeck

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

POSITION STATEMENT

Members are requested to note this position statement on the proposal and provide any early comments or views on the proposal to aid progression of the application.

1.0 INTRODUCTION

- 1.1 This is an outline application for a new divisional police head quarters at the site of the former greyhound stadium on Elland Road. The proposal was brought to Plans Panel on 14th January 2010 at the pre application stage where the architects presented the scheme and members considered the proposal. Members broadly supported the scheme and no concerns were raised about the principle of development. The full comments of Members are summarized at paragraph 5.1.
- 1.2 Members should also be aware that the proposal includes office space and constitutes out of town development and is a departure from the development plan as it is allocated as leisure and tourism site. The proposal however is considered to have unique operational requirements and therefore further consideration is needed as to whether this is an office use in the sense that it is a main town centre use. Further information is sought from the applicant regarding the office use and how

this relates to the operation of the head quarters. As such when the application is brought back to Plans Panel for determination, should Members be minded to approve the application the decision may need to be deferred and delegated to the Chief Planning Officer subject to the Secretary of State not wishing to call the application in for his own determination following a referral under the provisions of the Town and Country Planning (Consultations) (England) Direction 2009.

2.0 PROPOSAL:

- 2.1 The outline application seeks approval of access, layout and scale of development with only appearance and landscaping remaining as reserved matters. The outline proposal is for some 12,000 sq.m of floorspace to accommodate a public entrance area/ operational & investigation teams/ specialist suites/ 40 cell custody suite/ property stores/ car parking and external assembly space.
- 2.2 Drawings have been submitted to show the proposed layout and massing elevations and sections submitted in respect of the scale of the proposed buildings. An accompanying design and access statement indicates the design aspirations for the proposal although the detailed design would be for consideration at the reserved matters stage. The outline application has been submitted with the following documents;
- Design & Access Statement
 - Transport Assessment
 - Travel Plan
 - Arboricultural Survey
 - Flood Risk Assessment
 - Ground Investigation report
 - Noise Assessment
 - Ecological Assessment
 - BREEAM Environmental assessment
- 2.3 The proposed layout includes a multi storey car park to the western side of the site, towards the railway line. The remaining buildings are a group of 5 buildings linked by a glazed atrium. The Design and Access statement advises that West Yorkshire Police are determined for the development to provide a high quality civic building; a welcoming and accessible building (for visitors and staff alike); a flexible and adaptable configuration of space; a highly sustainable and innovative design solution.
- 2.4 As well as the multi surface car park proposed, there will be some areas of surface parking for operational vehicles. The amount of parking proposed is as follows;
- 400 spaces within the multi surface car park for staff and police visitors
 - 80 spaces within secure area for operational cars/ small vans
 - 20 spaces accessed off Elland Road for public parking
 - 6 spaces in the secure area for larger operational vans
 - 1 space in the secure area for a refuse vehicle
 - 10 spaces in the secure area for motorcycles
 - 40 cycle spaces in the secure area and 20 in the public area
 - Within these parking areas, up to 40 spaces will be allocated as disabled person spaces.
- 2.5 The main vehicular entrance is proposed to be taken off Elland Road at the existing access point into the site. Minor alterations are proposed to the levels and crossing

islands to support the application. The existing secondary access from Heath Road is to be retained and designated as an 'emergency' entry/ exit and will also provide a route into and out of the secure operational area at times when the primary access is compromised. Refuse vehicles may also use this route to minimise impact upon police operations. A new drop off lay – by onto Elland Road is proposed for visitors with mobility issues and for deliveries to the main reception area.

- 2.6 The main public entrance is proposed to be from Elland Road, and the proposed layout includes a 'civic' public realm area to the front of the entrance with 3 and 4 storey offices either side fronting onto Elland Road. The scheme proposes 2 storey offices along Heath Road with informal planting as a continuation of a tree buffer in this location.
- 2.7 The proposal retains the trees along the southern boundary of the site which are protected by TPO 1982/31 and includes additional planting to supplement the existing tree belt to provide a visual buffer between Heathcroft Crescent and the site.
- 2.8 The design and access statement advises that it is expected that a detailed reserved matters application (for appearance and landscaping) would be submitted in Autumn 2011, and it is anticipated that subject to planning permission the construction on site could commence in the summer of 2012 with the buildings becoming operational in 2014.

3.0 SITE AND SURROUNDINGS:

- 3.1 The application site is 3.24 ha in size and consists of the former Greyhound Stadium on Elland Road. The site is currently vacant, but it is understood that it is currently used for match day parking in connection with Leeds United Football Club to the north east of the site.
- 3.2 There are significant levels differences across the site with levels at the Elland Road frontage of between 40m on the eastern side adjacent to Heath Road increasing to 44m to the west adjacent to the railway line. The levels increase from north to south, rising to 56m at the top of the tree belt embankment adjacent to Heathcroft Crescent. The large tree belt across the southern part of the site is protected by a Tree Preservation Order.
- 3.3 The site has an existing access from Elland Road at a signalised junction, and a secondary access exists from Heath Road.
- 3.4 The site is bounded by residential properties to the east on Heath Road and a residential estate to the south at Heathcroft Crescent.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 21/28/98/OT - Outline application to erect sports arena 2 leisure units hotel and enlarged football stadium with car parking. Application withdrawn 23.10.01
- 4.2 21/27/98/OT - Outline application to erect sports arena 4 leisure units hotel and enlarged football stadium with car parking. Approved 25.06.1999
- 4.3 21/307/95/FU - Change of use & new access of vacant land & training pitches to car parks & resurfacing and floodlights to car parks. Approved 07.12.1995

- 4.4 H20/380/87/Outline application to demolish factories, warehouses and football stand, lay out access roads and drainage and erect sports leisure and shopping centre. Approved 09.12.1987
- 4.5 H20/69/84 - Outline application to layout access road and erect 4 retail warehouse units, with 374 car parking spaces and landscaping. Refused 11.04.1984. APPEAL DISMISSED 22.08.85
- 4.6 H21/8/83 - Outline application to layout access and erect 5 retail warehouse units with 608 car parking spaces, to former greyhound stadium. Refused 17.05.1983
- 4.7 H21/197/82 - Outline application to erect industrial and warehouse development, to greyhound stadium. Appeal made against failure of the Council to determine the application. APPEAL DISMISSED 29.03.83 which was then quashed by order of the High Court on 26.01.84 and the appeal then fell to be redetermined. The Secretary of State reconsidered all representations and dismissed the appeal again on 26.06.85.
- 4.8 H21/303/81 - Outline application for industrial and warehouse development, to greyhound stadium. (site area 3.6ha). Refused 23.02.1982
APPEAL DISMISSED 29.03.83 which was then quashed by order of the High Court on 26.01.84 and the appeal then fell to be redetermined. The Secretary of State reconsidered all representations and dismissed the appeal again on 26.06.85.
- 4.9 H21/348/80 - Laying out of 115 car parking spaces, and refurbishment of vet and chromatography unit and kennels and new paved show ring. Approved 15.09.1980
- 4.10 H21/494/78 - Change of use, involving alterations, of refreshment room to rugby club changing rooms, with showers. Approved 30.10.78
- 4.11 H21/336/75 - Pre fabricated office unit, to stadium premises. Approved 04.08.75
- 4.12 H21/81/75 - Extension of use of greyhound stadium to include motor vehicle auctions on Tuesday and Friday evenings from 6.30pm. Approved 07.04.75

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 Prior to the submission of the application, pre-application discussions have been ongoing with the applicants and a presentation was made to the Plans Panel East on 14th January 2010 where Members comments can be summarised as follows;
- The site forms an important entry point to the city.
 - The building/s need to be of exceptional design including the use of quality materials.
 - The main public entrance should be welcoming with an open/spacious reception area.
 - The design should embrace sustainable design principles.
 - The buildings should have regard to neighbouring residential properties and particularly the amenities of those residents
 - The loss of the use of this site for match day parking is a concern and clarification is required as to how this would be compensated for.
 - Sufficient parking to meet the needs of the development should be provided on site so as to prevent overspill parking taking place on neighbouring residential streets

- Further consultation with local residents is required, particularly at the design stage. The residents of Heath Road, Heath Croft Rise and the Beeston Forum should be consulted with.
- The design should incorporate measures to enhance nature conservation and a suggestion was made that swift boxes should be located on the proposed car park.

5.2 Broadly speaking Members welcomed the scheme and no concerns were raised about the principle of development. Similarly no concerns were raised about the scale of the proposed buildings although Members did set out that the scheme should not harm the amenities of nearby residents.

6.0 PUBLIC/LOCAL RESPONSE:

6.1 Prior to the submission of the application West Yorkshire Police have carried out a public consultation exercise. Leaflets were sent out to neighbours of the site and Local Neighbourhoods Police Team representatives visited neighbours. A display was set up at Asda supermarket in Morley and a press release was issued and featured in a local newspaper. A summary of the feedback is included in the Design and Access Statement. The comments within this summary are generally positive with queries raised regarding the vehicle exit onto Heath Road, potential job losses, concerns that other area will suffer due to longer response time.

6.2 Site notices advertising the application were posted on 19th February 2010 with the consultation period expiring on 12th March 2010. The application has also been publicised by way of an advert in Leeds Weekly News on 11th February 2010.

6.3 Ward members have been consulted but no comments have yet been received.

6.4 One letter of support has been received from a resident of Heath Grove who states that this application must be welcomed with open arms, not only will it reassure residents during events at Elland Road, but it will be the start of a regeneration of an area of Leeds left to decay for over twenty five years. The whole design is pleasing to the eye but is it wise to have such a vast frontage of glass opposite a football ground?

6.5 Any representation received before the Panel Meeting will be reported verbally and fully addressed in the later officer report to be brought to the April Plans Panel meeting.

7.0 CONSULTATION RESPONSES:

Statutory:

Highways

7.1 The application has been submitted with a Transport Assessment and a Travel Plan.

7.2 Comments from the Highways Agency have not yet been received.

7.3 Leeds City Council Highways Officer have advised that the proposals cannot be supported as submitted due to the following:

- Poor site access geometry, manoeuvrability and safety. There is also a lay-by proposed on Elland Road which is not supported. *Please note the LCC UTC Team will provide further comments on the suitability of the access design.*
- Poor car and large vehicle delivery manoeuvrability for the proposed layout.

- Lack of detail on the vehicular site layout for the multi-storey car park.
- Lack of detailed accessibility assessments provided.
- Insufficient justification for the high number of car parking spaces proposed.
- Lack of sustainable travel measures proposed.
- Flawed justification for not completing peak time capacity assessments of M621 junctions 1 and 2.
- Insufficient Personal Injury Accident data and road safety assessments and mitigation.
- More information is required on validation of junction capacity assessments and factoring of non-neutral month traffic surveys.

7.2 The proposals will be supported if the applicant addresses the highways authority concerns. Other highway issues can be resolved under reserved matters attached to any subsequent planning permission.

7.3 Comments in respect of the travel plan are set out below.

7.4 Under the Public Transport Improvements and Developer Contributions SPD there is a requirement for a contribution of **£101, 814** which has been calculated based on a daily staff number of 509 people with 70 visitors as set out in the transport assessment. A reduction of 15% has been applied in accordance with guidance in the SPD to account for off peak trips, site within an identified regeneration area and previous use trip generation.

Environment Agency

7.5 The site is within Flood Zone 1 and a Flood Risk Assessment has been submitted. Comments from the Environment Agency have not yet been received.

Non-statutory:

Travelwise

7.6 The documentation submitted is a 'framework travel plan' which requires the submission of a detailed travel plan within 6 months of occupation. A full travel plan should be provided at the application stage and set out all the measures that will be delivered at the development. This can be altered (in agreement with the Council) as part of the monitoring and review process. The framework submitted sets out information on measures that could be introduced and does not include a commitment to deliver any of them.

7.7 The travel plan submitted does not mention the difficulties with assessing the development site on a match day, such as bus diversions and congestion. This should be addressed in the travel plan. The travel wise officer also queries whether there are any canteen facilities proposed in order to avoid the need to travel by car at lunchtimes.

7.8 The travelwise officer considers that parking numbers for staff are high which will not help the travel plan aims and there are queries over what incentives there are for staff to travel sustainably when so much parking is available and suggests that parking should be allocated to staff on a needs basis for those who have no alternative than to drive.

7.9 Cycling and walking measures have been suggested by the travelwise officer as well as information on public transport and work place initiatives and the work of the Travel Plan Co ordinator. The Cycling Officer has advised of the proposal to provide a cycle

track on the north side of Elland Road as part of the Leeds Core Cycle network South Morley to City Centre

- 7.10 Request for the Travel Plan to be included in a s106 agreement and provision made for the Travel Plan Evaluation fee of **£4545**. Travel Plan monitoring must be undertaken within 3 months of initial occupation and annually thereafter with monitoring reports submitted to the Council who will review the report and work with the Travel Plan Coordinator.
- 7.11 Conditions are requested regarding the location and type of motorcycle parking, type and location of cycle parking for staff and visitors (long and short stay), allocation of car sharing bays for staff (number and location), provision of showers for staff that run or cycle to work.

Contaminated Land

- 7.12 Phase II site investigation report submitted with the application recommends that remediation is required at the site to make it suitable for use. The proposed end use is low vulnerability and as such the Contamination Team do not require this information in support of the application. No objections subject to conditions to require a remediation statement prior to commencement of development and the relevant verification of the works.
- 7.13 The applicant is advised to contact Yorkshire Water to ensure that appropriate services are provided at the site and to contact the Environment Agency to ensure requirements of waste management regulations are met.

Metro

- 7.14 There are several bus services running next to the development serving various locations including; Leeds, Morley, Cottingley, Beeston etc. There are also more services nearby. Future users would benefit from new 'live' bus information displays erected at bus stop numbers 10104 and 12116 at a cost of approximately **£10, 000** each (including 10 years maintenance) to the developer. The displays are connected to West Yorkshire 'real time' system and gives accurate times of when the next bus is due, even if it is delayed.
- 7.15 In addition Metro advise that raised kerbs should be fitted at bus stop number 10106 at a cost to the developer of **£3, 000**.

Mains Drainage

- 7.16 A Flood Risk Assessment has been prepared for this development which addressed the issues raised by Land Drainage and Yorkshire Water at the pre application stage. The drainage design at the site should be in accordance with the FRA (carried out by WSP dated Dec 2009) and conditions are also suggested.

Northern Gas Networks

A high pressure natural gas pipeline owned by Northern Gas networks runs along Elland Road across the front of the proposed development. Their recommended minimum building proximity distance to normally occupied property from this pipeline is 14m (from IGEM/TDI edition 5). From the proposal drawings it is estimated that the distance from the proposed development to the pipeline exceeds 14m. Therefore there are no objections.

- 7.18 Environmental Protection Team – No adverse comments

8.0 PLANNING POLICIES:

Development Plan

- 8.1 The development plan comprises the Regional Spatial Strategy to 2026 (RSS) and the adopted Leeds Unitary Development Plan (Review 2006). The RSS was issued in May 2008 and includes a broad development strategy for the region, setting out regional priorities in terms of location and scale of development.
- 8.2 Relevant RSS policies are considered to be;
- E2 States that town centres should be the focus for offices, retail, leisure and entertainment.
- ENV5 New development of more than 1,000m² of non residential floorspace should secure at least 10% of their energy from decentralised and renewable or low-carbon sources, unless having regard to the type development involved and its design, this is not feasible or viable.
- 8.3 The site is designated within the Unitary Development Plan, together with land to the north, east and west of Leeds United Football Club, for regional/ national leisure and tourism facilities under policy LT5A of the UDP Review 2006. The proposal for a police headquarters on the site is therefore a departure from the development plan and has been advertised as such. Approval of the application would require referral to the Secretary of State. The following UDP policies are relevant to the consideration of the application:

LT5A – Regional/ national leisure and tourism facilities

GP5 – General planning considerations;

N12 – Urban design principles;

N13 – Design of new buildings;

T2 – New development and highway safety;

T2B – Requirement for transport assessment;

T2C – Requirement for travel plan;

T2D – Public Transport contributions;

T5 – Access for pedestrians and cyclists;

T6 – Provision for disabled people;

BD3 – Access to public buildings for disabled people;

BD5 – New buildings, design and amenity;

LD1 – Landscaping proposals.

Supplementary Planning Guidance/Documents

- 8.3 Public Transport Improvements and Developer Contributions SPD.
Draft Street Design Guide SPD.
Travel Plans SPD.
- 8.4 Informal Planning Statement for Elland Road (September 2007) (*including Master Plan options*); This is a report prepared on behalf of the Council in consultation with Ward Members and local residents dated September 2007. The document was prepared to promote the regeneration of the area around the football stadium and is designed to serve as a guide to developers and others in formulating proposals for the area and sets out aspirations for the site which include the creation of high quality public spaces. A number of Master Plan options for the development of the wider area were included within the statement, although as Members will of course be aware this area is not now to be brought forward as the preferred site for the Leeds Arena. The Police Head Quarters is identified on the former greyhound site in the statement.

- 8.5 National Planning Policy and Guidance
PPS1 – Delivering Sustainable Development
PPS4 – Planning for Sustainable Economic Growth
PPG13 – Transport

9.0 KEY ISSUES

1. Principle of development.
2. Scale & Layout
3. Design aspirations
4. Highways.
4. Impact on nearby residential properties.
5. Sustainability
6. Other matters

1. Principle of development and uses proposed

- 10.1 The proposal is a departure from the adopted development plan and does not accord with the allocation of the site for regional/ national leisure and tourism facilities. It is recognised that the proposal is the culmination of a very long site search for the police. The proposal is referred to in the Informal Planning Statement for the area, which identifies the site for the relocation of the Police Headquarters. The Planning Statement is to be used by the Council as a reference document against which applications will be considered.
- 10.2 The office use as part of the headquarters has to be considered in light of guidance within Planning Policy Statement 4, however no justification has been received with the application and the applicant has therefore been asked to provide this. It is recognised that the office element of the proposal is part of a large scale operation which is very mixed by its nature and some of these elements may not sit comfortably in a town centre location.
- 10.3 The site is previously developed land and was formerly occupied by a greyhound stadium development of the site is therefore considered appropriate subject to the proposed uses meeting with other criteria.
- 10.4 Members views are sought on the principle of this development on an out of centre site.**

2. Scale and Layout

- 10.5 The layout of the proposed development consists of two 3 and 4 storey blocks facing Elland Road set back behind an area of public realm and landscaping. This set back is required for security reasons as a 'stand off' area, but also takes account of levels at the site and provides a valuable landscape strip and takes the opportunity of creating a public realm area which contributes to the setting of the development. The main public entrance is shown between the two 3 storey frontage blocks and a glazed atrium area is proposed. A small visitor surface car park is to the west of the 3 storey blocks.
- 10.6 To the rear of these blocks is the 400 space multi storey car park (3 storeys) adjacent to the railway line to the west of the site, a custody suite (2 storey) and a further 4 x two storey and single storey office blocks between the custody suite and Heath Road. 8.5m of landscaping is proposed to the front of the two storey office block adjoining Heath Road.

- 10.7 Around the custody suite and office blocks an external courtyard is proposed, and surface parking which extends to the south of the buildings. The existing tree belt which is some 10m to 40m in depth and lies to the north of residential properties on Heathcroft Crescent is retained and is to be supplemented. The multi storey car park makes use of the natural topography of the site and the overall height of the car park is level with the existing embankment to the southern part of the site.
- 10.8 Officers are generally satisfied that the layout of the proposed development achieves an appropriate frontage to Elland Road and Heath Road and car parking is kept behind the buildings and will not dominate the scheme. The scale of the proposed buildings achieves a prominent frontage to Elland Road whilst also respecting the scale of residential properties on Heath Road and also the relationship to Heathcroft Crescent. It is considered that the scheme makes good use of existing levels changes at the site and the layout retains existing landscaping and proposes suitable amounts of areas for additional landscaping which would be part of the reserved matters submission.
- 10.9 **Members views are sought on the acceptability of the proposed scale and layout of the development and in particular the 4 storey block facing Elland Road.**

3. Design Aspirations

- 10.10 Whilst the design of the scheme is a reserved matter, the design and access statement provides indicative details of the intended design and will be used to inform the reserved matters application. The scheme indicates a main arrival space and a 4 storey key focal point to the corner of Elland Road and Heath Road on approach from the city centre. Offices are proposed to be located along the Elland Road frontage to maximise active frontage to the primary approach. The glazed atrium space linking the buildings is proposed to break up the building form.
- 10.11 The Design and Access statement recognises the strategic significance of the site and the necessity for future detailed design proposals to provide a building for both the local and wider community which is of suitably high quality design and which uses high quality materials.
- 10.12 It is considered that it will be important for the design to provide a high quality public entrance to the building and public realm area and this matter can be addressed at the reserved matters stage.
- 10.13 **Members views are sought on the indicative design details provided with the outline application.**

4. Highways

- 10.14 The main access to the site will be a shared access for staff and visitors from Elland Road at the existing access however visitor and staff parking will be segregated. A secondary access (refuse vehicles and for emergencies) is proposed from the existing access off Heath Road.
- 10.15 The existing signalised junction on Elland Road is proposed to be retained and remodelled in order to accommodate the access to the proposed development. Over 500 parking spaces are proposed as part of the development and this is based on predicted trip generation set out in the Transport Assessment. There are a number of concerns raised by the Highways Officer in respect of the proposal, as set out in paragraph 7.1 and the proposal is not supported as submitted.

- 10.16 Members requested clarification regarding the loss of available parking during match days and the design and access statement advises that it may be possible for a number of spaces to be allocated to Leeds United Officials/ Stewards etc on matchdays to help alleviate local parking issues and the proposals indicate potential for a public entrance. This matter is not however addressed in the transport assessment and Highway Officers have also raised concerns regarding this matter. Highways have advised that there are currently concerns that the removal of match day parking from the site will cause overspill parking on streets in Holbeck who do not have resident only parking schemes, particularly when other car parks will be removed in future for development.
- 10.17 Highways have also advised that details on how the site will operate during match days is required as Elland Road is currently blocked and traffic managed during and after match times, and buses are diverted off Elland Road further reducing the accessibility of the site.
- 10.18 The Travelwise officer has advised that a detailed travel plan is required at application stage rather than once the development is operational as the applicant has only submitted a framework travel plan.
- 10.19 **Notwithstanding the outstanding information requested by Highways Officers and consultation response awaited from the Highways Agency, Members are asked to provide any comments on the Highway issues affecting the site.**

5. Impact on nearby residential properties

- 10.20 Residential properties lie to the east and south of the site along Heath Road and Heathcroft Road.
- 10.21 To the south of the site, there are terraced and semi detached properties on Heathcroft Crescent. The gable of No. 2 Heathcroft Crescent is the closes of these properties to the site and is some 21m from the multi storey car park. It should be noted however that there is a tree belt of some 15m between the car park and this property and furthermore the car park is set into the embankment and is no higher than the overall height of this embankment.
- 10.22 No's 5 – 11 Heathcroft Crescent lie over 60m south of the proposed custody suite. Again, the tree belt is retained along the southern embankment which will screen views into the site.
- 10.23 No's 1 – 11 Heath Road are approximately 30 metres from the proposed two storey offices. An 8.5m landscape strip is proposed to the front of these offices which it is considered will soften the appearance of the development and provide further separation from the residential properties. The design and access statement indicates that the solid to void ration will be increased in the design of these buildings to improve privacy. A section is provided to show the scale and relationship of the two storey office block in relation to No. 17 Heath Road. Whilst the office building will be approximately 2.5m taller than the existing residential properties, it is considered that the section demonstrates that the offices will not be out of scale with the residential properties and there is a reasonable separation to compensate for the additional height and scale to the office buildings.
- 10.24 The layout indicates that the scheme will potentially include a 4 storey building to the corner of Heath Road and Elland Road. This element will be adjacent to a residential property, no. 227 Elland Road. There will be a separation of some 30 metres between this residential property and the development. Members views are

sought on this relationship. The design and access statement refers to this as a feature in views on the approach from the city centre.

- 10.25 In relation to the noise associated with the proposed development, a noise survey has been submitted. The noise assessment recommends mitigation measures including staff training, an acoustic screen around the site boundary and locating sirens behind the front bumpers of police cars. No objections have been received from Environmental Health. The secondary access onto Heath Road will only be used in emergencies and for refuse vehicles, and whilst the traffic associated with an emergency may result in some disturbance to residents on such occasions it is considered that this will be very limited.
- 10.26 Whilst the application is still out to public consultation and therefore not wanting to prejudice the determination of the application, Officers do not have any immediate concerns regarding the relationship to residential properties aside from the visual relationship to 277 Elland Road and Members views are sought on this. It is considered that the layout of the scheme relates well to the surrounding residents.
- 10.27 **Members views are sought on the scale and layout of the proposed development and the relationship to surrounding residential properties. In particular, Members are asked to comment on the proposed 4 storey block and the relationship to no. 277 Elland Road.**

6. Sustainability

- 10.28 The design and access statement sets out how the layout of the proposed development has been designed to account for sustainable principles. Solar orientation has been taken into consideration to optimise the benefits of daylight and ventilation and also to benefit from a micro climate within the external courtyard. The layout achieves solar shading with south and west facing facades to allow diffused light into the spaces whilst also keeping excessive summer heat gains out.
- 10.29 The application has also been submitted with a BREEAM Assessment which provides a framework for achieving BREEAM rating of very good at the design stage. The assessment includes the following measures that could be incorporated into the detailed design;
- Construction Site Activities to reduce site waste and to look at building materials with reference to the Green Guide to Building Specification as well as locally sourced materials.
 - The influence of natural light and ventilation
 - Glazing systems and solar shading
 - Night time cooling strategy
 - High thermal mass to moderate temperature swings
 - Lighting controls which adjust to varying daylight conditions therefore decreasing reliance on artificial lighting
 - Insulation to provide enhanced thermal efficiency and to the roof to decrease heat loss
 - Heat recovery system
 - Energy efficient hot water provision and heating via solar heaters or from extract heat exchange
 - Energy efficient lifts
 - Energy meters to allow correct management, measurement, prediction and therefore reductions in energy demand

- Each police function will have energy use display to increase awareness and give information to occupants
- Feasibility study of renewable technologies is to be undertaken and the findings and recommendations are to be implemented
- Low water use fittings within the building and rainwater recycling system for flushing of WC's and urinals and for washing vehicles.
- Design stage will also look to address any night time light pollution and mitigate any effects from possible noise pollution.

10.30 The assessment concludes that a BREEAM Very Good rating can be achieved by further design input is required. The proposed development will have the opportunity to decrease carbon emissions for the police authority and help achieve value for money during its operating life. The Pre Assessment Estimated Rating for the development is therefore in excess of 'Very Good'.

7. Other matters

10.31 The application is accompanied by an arboricultural survey and there are a significant amount of trees on the site which are protected by a Tree Preservation Order. Only a small number of trees are proposed to be removed on the advice of the arboricultural survey and although landscaping is a reserved matter the application indicates supplementary planting to this tree belt. The advice of the Landscape Officer has not yet been received.

10.32 An ecological survey has been submitted and advice from the nature conservation officer is also awaited.

11.0 CONCLUSION

11.1 As set out in the report there are significant highways issues which the applicant needs to address, as well as providing justification for the proposed office use in respect of PPS4 advice.

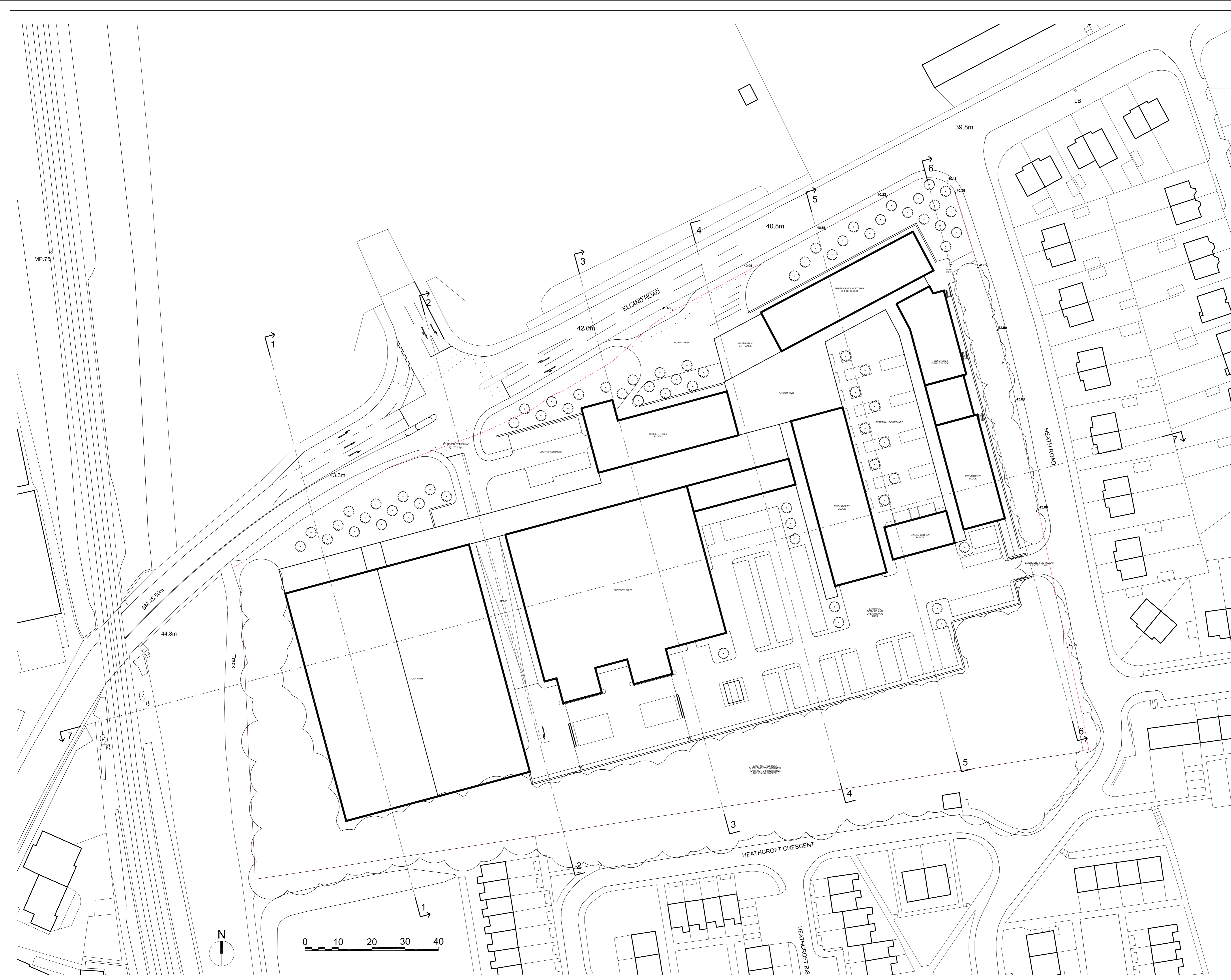
11.2 Notwithstanding these issues, at this early stage of the application, Members' views are requested on the proposed layout and scale of the development and any other views or comments which Members may have are sought. In particular Members are asked to consider the following matters;

- Principle of the use in this out of centre location.
- Is the layout of the proposed development acceptable.
- Is the scale of the development acceptable, particularly with regard to the proposal for 4 storey building/ feature on corner of Elland Road and Heath Road.
- Do Members have any further comments on the indicative design detail provided
- Are there any additional concerns regarding highway matters above those listed in the report.

Background Papers;

Application 10/00412/OT

Certificate B signed and notice served on Leeds City Council as landowner.



- notes
1. DO NOT SCALE FROM THIS DRAWING - USE FIGURED DIMENSIONS ONLY
 2. TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS' SPECIALISTS DRAWINGS. REPORT ANY DISCREPANCIES BEFORE AFFECTED WORK COMMENCES
 3. ALL SETTING OUT DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR BEFORE WORK COMMENCES
 4. DRAWING COMPRISES ORDNANCE SURVEY PLAN WITH OVERLAY OF TOPOGRAPHICAL SURVEY TO OS GRID, UNDERTAKEN BY MET SURVEYS IN DECEMBER 2006

rev.	description	date	author	checked
A	21/05/09 Vehicle lay-by added on Eland Road	SPX	MJW	
B	21/07/09 Scheme amended following LCC Consultation	SPX	MJW	
C	25/09/09 Vehicle access amended following WSP Comments	SPX	MJW	
D	13/11/09 Amendments following Planning comments	SPX	MJW	
E	12/01/10 Amendments following Planning comments	AT	MJW	

client West Yorkshire Police

project Proposed New Leeds DHQ - Eland Road, Leeds, LS11 8TU

drawing title As Proposed Site Plan

drawing number 090133-110

revision E

drawing status Information

scale 1:500 @A1 (1:1000 if scaled to A3)

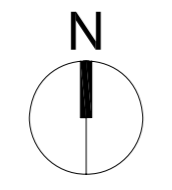
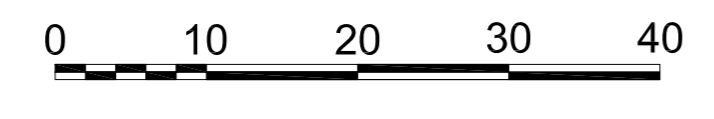
date 21-04-09

drawn by SPX

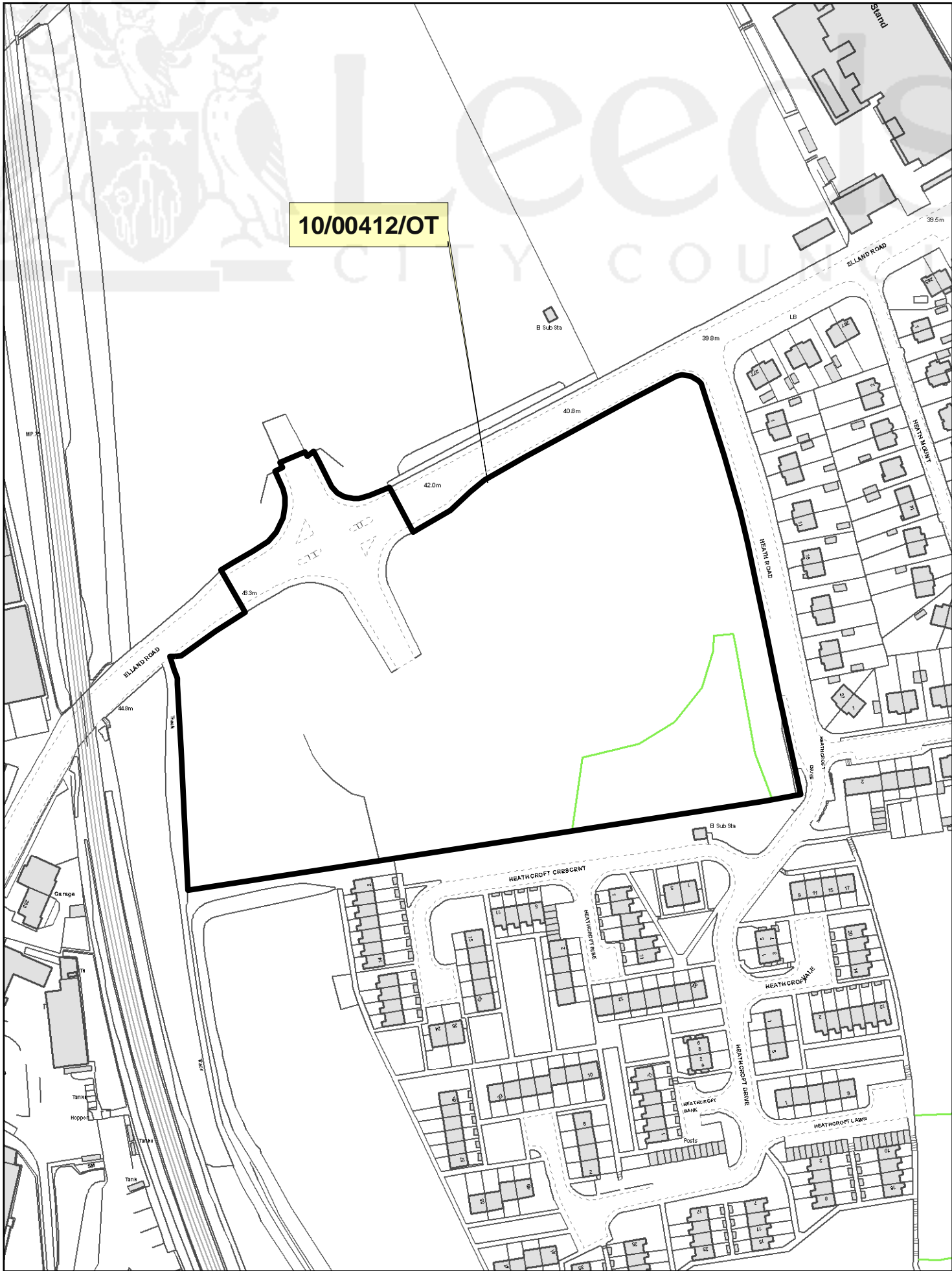
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EAST PLANS PANEL

Scale 1/2000