



**Report of the Chief Planning Officer**

**PLANS PANEL EAST**

**Date: 8<sup>th</sup> April 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**

08<sup>th</sup> February 2010

**TARGET DATE**

8<sup>th</sup> 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

**RECOMMENDATION: DEFER and DELEGATE approval to the Chief Planning officer subject to the conditions specified ( and any others which he might consider appropriate ) and following completing of a Section 106 Agreement to cover the following matters:**

- **Travel plan monitoring evaluation fee £4545**
- **Public Transport Improvements contribution of £101, 814**
- **METRO contributions £20,000 for real time information at bus stop no.s 10104 and 12116**
- **£250, 000 contribution towards traffic regulation orders to surrounding residential streets to be spent as considered necessary by the Council to mitigate the loss of match day parking at the site**
- **Car parking levy charge if peak time vehicle trip rate targets within the travel plan are not met and/ or provision of free bus metro cards to 9 – 5 staff**
- **If required, the applicant must fully fund the design and implementation of signal improvements to M621 Junction 1 before first occupation of the site.**

**In the circumstances where the Sec.106 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. Outline time limit
2. Development in accordance with approved plans
3. Submission of Reserved Matters
4. Submission of samples of all materials
5. Remediation Statement
6. Unexpected contamination to be reported
7. Verification of remediation works
8. Prior to the commencement of development a biodiversity protection and enhancement plan shall be submitted to and approved in writing by the LPA. The plan shall be based on the recommendations in the Ecological Assessment dated April 2009 and the Bat Survey report dated March 2010 and it shall include a timetable for implementation. Where habitat loss is unavoidable the plan shall include details of replacement habitats to be provided within the site. The agreed plan shall thereafter be implemented. Reason: to maintain and enhance biodiversity.
9. Prior to the commencement of development details of all external lighting shall be submitted to and agreed in writing by the LPA and the external lighting shall be designed to avoid or minimise light spill onto the soft landscape areas of the site. Reason: to avoid potential adverse impacts on feeding and roosting bats.
10. As part of any reserved matters application for the site details of biodiverse 'green' roofs to be included as part of the development shall be provided. Reason: in the interests of biodiversity and sustainability.
11. Details of secure/sheltered cycle and motor cycle storage spaces for staff and visitors of the proposals to UDP requirements.
12. Details of bin storage facilities for the proposals
13. Details of showers/changing rooms/locker facilities to be approved.
14. Details of access and parking management for match days to be approved and implemented on commencement of the development.
15. Boundary treatment fronting the adopted highway must be 1m maximum height unless agreed in writing.
16. All areas to be used by vehicles must be hard surfaced and drained – no loose material.
17. Vehicle and pedestrian gradients across the whole site must be no more than 1:20(5%). The vehicle ramp on the main access must be no more than 1:12.5 (8%). All vehicle and pedestrian crossfalls no more than 1:40(2.5%).
18. Prior to commencement of development the design of the site access junction must be approved and agreed in writing. Junction capacity assessments must be completed to show the junction operates satisfactorily at peak times before approval.
19. All off-site highway works completed before first occupation of the site.
20. The area of parking within the multi storey car park shown on drawing 090133-204 to be sectioned off (or any subsequent drawing approved as part of the reserved matters application) by lockable drop down bollards must not be used for staff parking at any time other than for major meetings/ events.
21. Junction capacity assessments for the M621 Junction 1 must be completed by the applicant to the satisfaction of the Local Planning Authority and any signal improvements requested must be designed and approved by the local planning authority prior to commencement of development.
22. Details of secure vehicular entry gate on the main internal access road and any management arrangements to be submitted and approved in writing prior to commencement of development and implemented in accordance with approved details.
23. Submission of details of all boundary treatments
24. 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.)
25. 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.)
  26. No development of any area for 50 or more car parking spaces shall take place until a plan showing details of an oil interceptor has been submitted to and approved in writing by the Local Planning Authority. Such oil interceptor as may be approved shall be designed to intercept all surface water from areas to be used by vehicles and any other areas likely to be subject to contamination. The development shall not be brought into use until the oil interceptor has been provided, and it shall thereafter be retained and maintained in a satisfactory condition. Roof drainage should not be passed through an oil interceptor. (To prevent pollution of the watercourse and protect the environment.)
  27. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the flood risk assessment, or within any other period as may subsequently be agreed, in writing, by the local planning authority.
  28. Noise mitigation measures
  29. Details of delivery vehicle signage to the rear yard and visitor parking entry signage to be submitted and approved in writing.
  30. Prior to occupation details of the allocation of car sharing bays for staff shall be provided. The bays shall be marked out and signed in accordance with the approved details.
  31. Protection of existing trees
  32. Submission of Landscape details
  33. Implementation of landscape scheme
  34. Landscape management scheme

Reason for approval - The application is considered to comply with policies GP5, N12, N13, T2, T2B, T2C, T2D, T5, T6, BD3, BD5, LD1 of the UDP Review, as well as guidance contained within Public Transport and Developer Contribution SPD, Travel Plans SPD and PPS1, PPS4 and PPG13 and the principle of the development is considered acceptable and the proposed access and scale of development is satisfactory and the proposal will not give rise to any unacceptable harm to amenity, and having regard to all other material considerations the proposal is considered acceptable.

## **1.0 INTRODUCTION**

- 1.1 This is an outline application for a new divisional police head quarters to replace existing Milgarth and Holbeck stations at the site of the former greyhound stadium on Elland Road. Members considered a position statement regarding the application at the 11<sup>th</sup> March Plans Panel meeting.
- 1.2 At this meeting Members discussed the high level of parking provision within the scheme and sought further justification on this matter in relation to the operational requirements of the police such as shift patterns, and the use of the site for the assembly of operational vehicles. Members advised that the Travel Plan should be given careful consideration.
- 1.3 The issue of the loss of match day parking which was a significant concern for Members and mitigation measures were discussed. Members expressed concern that potential increases in attendances if LUFC were promoted in terms of impact on the highway and parking demand needed to be taken into consideration.

- 1.4 Members also discussed the proposed 4 storey office block adjacent to 277 Elland Road and it was suggested that this is looked at in more detail with regard to the transition in scale of buildings. Members also advised that the use of the access onto Heath Road needed to be clearly defined given the residential nature of the street.
- 1.5 The applicants have sought to address the matters raised by Members as set out in this report, and the application is now brought back to Members for determination with a recommendation for approval subject to the completion of a legal agreement.
- 1.6 The position statement to the March Plans Panel meeting advised Members that office space indicated within the development potentially constituted a departure from the development plan which may need to be referred to the Secretary of State. The proposal however is considered to have unique operational requirements and the applicant has provided further information regarding the nature of the office use which is directly related to the functions of the head quarters and could not be located elsewhere. On this basis, the office element of the proposal is not considered to fall within the town centre uses to which the Consultations Direction applies and it is no longer considered necessary for this application to be referred to the Secretary of State should Members be minded to approve the application under the provisions of the Town and Country Planning (Consultations) (England) Direction 2009.
- 1.7 Members should be aware that new tests relating to the legality of planning obligations have been introduced by way of new secondary legislation in the form of the Community Infrastructure Levy (CIL) Regulations introduced by Central Government as of 6 April 2010 which impact on planning obligations.
- 1.8 Whilst the focus of the CIL is to give local authorities the ability in future to levy a charge on a wide range of development proposals within their area the regulations also introduce a new legal test relating to the use of planning obligations based on the existing policy tests. The effect of this is that it will be unlawful for a planning obligation to be taken into account in a planning decision to authorise development if the obligation is not:
  - (a) necessary to make the development acceptable in planning terms (test (a));
  - (b) directly related to the development (test (b)); and
  - (c) fairly and reasonably related in scale and kind to the development (test (c)).
- 1.9 These legal tests must be applied to the obligations in the proposed S106 agreement for this application.
- 1.10 All the obligations and contributions proposed within the S106 as contained within this report have been reviewed and are considered to be directly related to the development and compliant with the three new legal tests.
- 1.11 It is considered that the obligation providing a contribution towards traffic regulation orders to surrounding residential streets to mitigate the loss of match day parking at the site, is necessary as a direct result of the loss of match day parking at the site and the contribution is based on costs related to an area for the TRO's put forward by the applicant and accounts for the relative administration fees associated with the TRO's.
- 1.12 In relation to the off site highway works, further assessment is required in relation to the impact of the proposed development on the highway network and therefore if

required, the applicant must fully fund the design and implementation of signal improvements to M621 Junction 1 before first occupation of the site. These works if required would be necessary to ensure the development does not adversely impact on the existing highway network. This approach is supported by planning policy and the suggested works are limited to only those which are considered necessary to ensure that the development operates satisfactorily. Accordingly, they are required in order to make the development acceptable, they directly relate to the development proposed and their scale is appropriate to the proposed development.

- 1.13 With regard to the obligations relating to the travel plan, although the Council's SPD on travel plans has yet to be formally adopted, the principle of providing such documents is long established and supported by formal planning policies. The travel plan requirements are needed in order to make the development acceptable, they directly relate to the development proposed and their scale is appropriate to the proposed development. What is proposed is consistent with the 3 legal tests and accordingly is fully justified.
- 1.14 In relation to the METRO contribution, the purpose of this contribution is to deliver improved bus stop facilities for future visitors and staff of the development and arises directly as a result of the development. The promotion of public transport is defined by planning policies and the contribution requested equates to a single shelter with real time information. The development requires this level of contribution to make it acceptable and accordingly satisfies the 3 legal tests.
- 1.15 Finally the requirement for the Public Transport Improvements contribution is set out in the adopted Public Transport Improvements Supplementary Planning Document. The contribution will be spent by way of a sector / corridor approach and schemes are identified within the Appendix 1 of the SPD. The improvements provided would be of direct benefit to the development.

## **2.0 PROPOSAL:**

2.1 The outline application seeks approval of access and scale of development and the applicant has confirmed that layout as well as appearance and landscaping will be reserved matters. The outline proposal is for some 12,000 sq.m of floorspace, a multi storey car park and surface parking to accommodate;

- Public entrance area
- Help Desk
- 40 cell custody suite (2,000 sq.m)
- Operational and investigation teams
- SOCO (Scene of Crime Officer)
- CID (Criminal Investigation Department)
- VCMU (Volume Crime Management Unit)
- DOMU (Drug and Offender Management Unit)
- CJSU (Criminal Justice Support Unit)
- Divisional Intelligence Unit
- Community Support
- Property stores
- Traffic Patrol
- Administrative Staff
- Vulnerable victim suite
- Operational deployment and assembly space

- 2.2 The application indicates that some 509 staff will operate from the police HQ. Drawings have been submitted to show the indicative 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 indicative 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;
- 315 spaces within the multi surface car park for staff and police visitors
  - 86 spaces within secure area for fleet vehicles – patrol cars, police vans etc and would not be available for staff parking
  - 15 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
  - 70 cycle spaces
  - 10 motorcycle spaces
  - Within the parking areas, up to 40 spaces will be allocated as disabled person spaces.
- 2.5 Within the multi storey car park dedicated space is provided in order to relocate the operational parking from the secure yard during massing of police for large events. This area would not be available for staff and it is proposed that at the reserved matters stage a detailed car park management plan will be provided. At this stage however it is anticipated that measures such as removable bollards would be used to restrict access to the massing space within the car park when it is not in use.
- 2.6 The main vehicular entrance to the site 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. Members of the public/ visitors to the police HQ arriving by car will share the main vehicular access however a

separate visitor parking area will be provided adjacent to the main public entrance to the building.

- 2.7 Security barriers will operate within the site beyond the visitor car park entrance in order to maintain the security of the site and restrict access to members of the public. The police have advised that the barriers could remain open during busy periods if necessary and there will be separate security gates within the site to ensure the security of the rear yard area and the multi storey car park.
- 2.8 Since the application was submitted a lay by which was proposed on Elland Road for delivery vehicles has been removed from the indicative layout. Tracking analysis of the proposed access has been undertaken to demonstrate that this can provide access for refuse vehicles and large deliveries to the site.
- 2.9 The existing secondary access from Heath Road is to be retained and designated as an 'emergency' entry/ exit at times when the primary access is compromised and this is not intended to serve the site on Match days.
- 2.10 In relation to pedestrian access, a separate access will be provided directly from Elland Road into the help desk area of the building and the custody suite area. It is anticipated that at the detailed design stage there will be a dedicated pedestrian link via a footbridge between the multi storey car park and the main building.
- 2.11 The secure police yard area to the rear of the divisional HQ on the indicative layout will provide parking for operational vehicles plus a number of ancillary functions such as secure movement of detainees via custody vans, the collection and delivery of 'property' items, the storage and collection of refuse, the washing of vehicles and the storage of emergency fuel supplies.
- 2.12 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.
- 2.13 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.
- 2.14 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 14<sup>th</sup> 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 19<sup>th</sup> February 2010 with the consultation period expiring on 12<sup>th</sup> March 2010. The application has also been publicised by way of an advert in Leeds Weekly News on 11<sup>th</sup> 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 One further letter of support has been received from a resident of Heath Mount, on the basis of police presence on Match days and general police presence being a good deterrent to anti social behaviour.

## **7.0 CONSULTATION RESPONSES:**

### **Statutory:**

#### **Highways Agency**

- 7.1 The Highways Agency initially raised a significant number of queries concerning the transport assessment and the impact of the proposal on the highway network. The applicant has been in detailed discussion with the Highways Agency and has provided a revised Transport Assessment.
- 7.2 The Highways Agency have confirmed that they are not raising an objection to the application as the proposal does not have a material impact on the strategic road network.
- 7.3 However, the Agency have provided comments on the latest draft of the travel plan dated 7 April and are in agreement with the comments provided by the Council Travelwise Team but do have a concern that the vehicle trip generation numbers in the pm peak are not consistent between the Travel Plan and Transport Assessment and would wish to see this clarified prior to determination.

#### **Highways**

- 7.4 The application was submitted with a Transport Assessment and a Travel Plan.
- 7.5 Further to the initial advice from highway officers, detailed negotiations have taken place and a revised transport assessment has been provided. More information has been provided regarding the parking provision at the site and operational arrangements. Highway officer comments are summarised below;

#### **Access and Site Layout:**

- 7.6 The location of the entrance gate is too close to the junction. The ramp should start closer to the junction, a plateau of 10m put in at the top of the ramp and the entrance gate located where the currently proposed ramp ends. The applicant should also take note that the walkway needs to have a minimum height of 5.3m from the road at any point. The ramp on the main access may need to be steeper than currently proposed to take account of this advice.
- 7.7 However, this issue may be resolved by the comments in the Traffic Modelling section below regarding the site access design and a condition is recommended.
- 7.8 The multi-storey car parking layout submitted 19/04/2010 (Drawing number 090133-04) is acceptable and the hatched area should be conditioned to be bollarded off at all times except major events.

#### **Traffic Modelling**

- 7.9 The Urban Traffic Management Control Team has considered the junction assessments submitted by the applicant. In relation to the Ring Road - Elland Road, UTMC advise that the reworking of the applicant's models show that the junction would operate satisfactory in both peak periods.

- 7.10 In relation to the M621 Junction 1, UTMC have identified errors in the junction assessments carried out by the applicant and therefore these need to be revised as there may be signal timing improvements that can be made to offset the impact created by the development traffic. This can be done by condition.
- 7.11 In relation to the access from Elland Road, redesign of the junction is required and a sketch of the preferred redesign has been provided by UTMC which rationalises pedestrians and the lane usage, it is suggested that the removal of the pedestrian and splitter islands should also ease traffic on match days when the signals are switched off and the traffic movements change. The preferred redesign will improve cycle/walking routes, improve large volume pedestrian traffic for events, reduce costs for the applicant (note. if the junction changes are part funded by other developments using this access) and will mean the gates may be supported at the front of the ramp as this will put them further away from Elland Road main carriageway length. Junction capacity assessment will need to be completed to make sure the preferred junction design is feasible, however if the junction is not feasible, then the current design put forward by the applicant will be second option that can be implemented.
- 7.12 The detailed site access design can be conditioned as the principle of a signal controlled main site access in this location is acceptable.

#### Parking

- 7.13 The applicant has proposed a Traffic Regulation Order scheme to take account of the loss of parking for matchdays and LCC Traffic Management has provided comment on possible other areas that the TRO scheme could be located. A generic fund for the TRO's should be obtained for this site and not based on a defined area due to the Traffic Management Team comments. £250,000 is estimated as being a reasonable fund and this matter is to be dealt with by way of a s106 agreement.
- Signs will be required for large vehicle deliveries to use the rear yard and visitors to use the front car park – this can be conditioned to be shown on a location plan.
  - The car parking total is supported with the bollarded off section conditioned.
  - Van spaces are now acceptable and vans can informally stack in the rear yard for any major meetings.
- 7.14 Comments from the Travelwise team in respect of the travel plan are set out below. The Highways Officer however has noted that the Transport Assessment models peak time traffic outputs do not match the two-way trip targets in the latest draft of the Travel Plan dated 12/04/2010 in section 2.2.5 and the Travel Plan should be amended to reflect the TA.

#### Public Transport Contribution

- 7.15 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

- 7.16 The site is within Flood Zone 1 and a Flood Risk Assessment has been submitted. Environment Agency have raised no objections subject to surface water drainage condition and implementation in accordance with phasing details.

## **Non-statutory:**

### **Travelwise**

- 7.17 The Travelwise Officer commented on the travel plan submitted with the application and advised that the documentation submitted was a 'framework travel plan' which requires the submission of a detailed travel plan within 6 months of occupation. The applicant was advised that a full travel plan should be provided at the reserved matters stage and set out all the measures that will be delivered at the development.
- 7.18 A Travel Plan was submitted and has been revised in response to comments from the Highways Agency and the Travelwise section. There were also criticisms regarding over provision of car parking spaces within the scheme and access to the site on match days. In addition to the revised travel plan, the car parking within the multi storey car park has been reduced to 315 spaces together with operational spaces for fleet vehicles which will not be available for staff parking. Space is also provided within the proposed multi storey car park to re locate the operational parking during massing of police during large events.
- 7.19 The Travelwise Officer has reviewed the revised Travel Plan and whilst this is generally now acceptable there are still some outstanding matters which the Travel Plan needs to be revised to address;
- Contact details of the person within the new police HQ responsible for appointing the travel plan coordinator should be provided.
  - Clarification is required regarding the level of parking reference is made to 315 spaces in the multi storey and also 330. The management of the massing space must be robust enough to stop it being used as extra parking.
  - Travel plan targets are reasonable but they must apply to the development as a whole and not be restricted to certain times of the day.
- 7.20 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. This needs to be taken into consideration if any modifications to the carriageway are planned.
- 7.21 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.
- 7.22 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**

- 7.23 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.

- 7.24 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**

- 7.25 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.

### **Mains Drainage**

- 7.26 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**

- 7.27 A high pressure natural gas pipeline owned by Northern Gas networks runs along Elland Road across the front of the proposed development. The recommended minimum building proximity distance to normally occupied property from this pipeline is 14m (from IGEN/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.

### **Environmental Protection Team**

- 7.28 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 1,000m<sup>2</sup> 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 Review, 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.

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

8.4 Public Transport Improvements and Developer Contributions SPD.  
Travel Plans SPD.

8.5 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.

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

## **9.0 MAIN ISSUES**

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

## **10.0 APPRAISAL**

### 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 indicative layout for the scheme includes office use as part of the headquarters. The applicant has advised that they consider the scheme to be a sui generis use and therefore PPS4 requirements regarding main town centre uses should not be applicable to the development. The current city centre locations of Millgarth and Bridewell facilities provide operational difficulties for deployment and massing for large events that is key to the design of the new head quarters proposal. The applicant advises that the location of the HQ needs to be strategically located to provide support to the whole city and the Holbeck Division.
- 10.3 The applicant has advised that the whole of the buildings will be occupied for operational Police use with 2,000 sq.m dedicated to custody facilities and the remainder acting as an intelligence hub for all of the operations listed above. It is anticipated that the ground floor will be predominantly occupied by meeting rooms, operational staff briefing rooms, lockers and showers and stolen property / evidence stores, on the other floors open plan offices will accommodate the remaining teams and facilities which will be centred around maximising communication between the different disciplines and delivering operational police services. All of the open plan offices will have the capability to be used as emergency incident briefing areas. The staff who will occupy the buildings are all operational staff responsible for delivering policing within the South Leeds Division there are no centralised West Yorkshire Police functions to be undertaken in this building. The centralised functions are based in Wakefield.
- 10.4 The facilities are not therefore general office use but specifically required for the delivery of operational policing in the South Leeds Division. It would therefore be inappropriate for a sequential test to be applied to the location of these facilities. The operational and custody facilities are integral to the collection and processing of intelligence to support everyday policing.
- 10.5 The additional information received from the applicant is considered to provide reasonable justification with regard to the location of the office floorspace within the development and that this cannot be considered in terms of a main town centre use for which PPS4 would be applicable. As such it is considered that under the Town and Country Planning (Consultations) (England) Direction 2009 the application does not need to be referred to the Secretary of State should Members be minded to approve the application.
- 10.6 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.

## 2. Scale and indicative Layout

- 10.7 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.
- 10.8 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.

- 10.9 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.
- 10.10 The indicative layout of the proposed development is considered to achieve 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.
- 10.11 At the 11<sup>th</sup> March Plans Panel Members discussed the proposed 4 storey block to the corner of Heath Road and Elland Road and whether this would be acceptable and Members expressed concerns regarding this relationship. The applicant has advised that although the drawings refer to a 4 storey block, visually this will appear as a 3 storey block due to the difference in levels at the site.
- 10.12 The applicant has been asked to provide further indicative information to demonstrate how this can be achieved and has provided an additional visual image showing this corner of the development. The applicant has also provided further comments on the proposed scale, indicative layout and use of landscaping and has looked at the impact on the proposal if this block were to be reduced in scale.
- 10.13 In relation to the issue of scale on the corner of Elland Road/Heath Road, the applicant advises that the corner block will be the 'hinge' between the police buildings with a civic presence and the domestic scale buildings. The applicant considers that this corner offers the opportunity to provide a degree of prominence to this public building on the important approach along Elland Road, to distinguish it from the shops, pubs and houses which precede it.
- 10.14 The development has been 'disaggregated' to create a series or 'family' of building blocks, which could share a common language, but which are separated by differences in height or angle to avoid the overall appearance of a large homogenous building when seen from nearby but also, and most dramatically, from the elevated positions of the railway and M621.
- 10.15 The Heath Road blocks are 2-storeys in height and the corner block steps up by one additional storey to set it apart from those adjacent.
- 10.16 In relation to the indicative layout provided the applicant states that the building blocks to Elland Road have been set back by between 15m and 30m from Elland Road in order to fulfil security sensitivities but also to create a natural civic feeling, a sense of quality, a degree of accessibility and visual permeability.
- 10.17 The building blocks to Heath Road have been set back by between 13m and 15m from the road, and by between 31m and 33m from the semi-detached properties to minimise the potential issues of visual impact and overlooking on these neighbours.



- 10.18 The Heath Road building blocks respect the building lines of the residential properties, while the corner block respects the building line established by the residential properties of Elland Road.
- 10.19 The gable of the corner block has been set back by in excess of 35m from the gable of 277 Elland Road and in support of the application the applicant has submitted information as to how the landscape treatment of this corner could assist in achieving a successful transition in terms of the different scale of buildings.
- 10.20 The applicant advises that the indicative landscape scheme proposes carefully orientated 'avenues' of clear stem trees to Elland Road to enhance the civic feeling of this important frontage whilst not heavily obscuring the view of the building, so as to avoid potential safety, legibility and security issues.
- 10.21 1m high bands of 'textured' planting such as Miscanthus, Cornus, Pyracantha and Cortaderia will contrast with the clear stem trees and create a subtle 'defensive' physical boundary without the need to erect harsh security fences or walls.
- 10.22 The tree and shrub planting will become denser, taller and more naturalistic in appearance around on Heath Road to highlight the public to semi-public change and to strengthen the visual buffer between the development and the existing houses. The applicant will be happy to work with the council officers to develop the most suitable tree (and shrub) planting scheme with the use of complementary native species that also serve to improve the bio-diversity of the locality. This applies equally to the areas discussed and to the landscape areas at the south of the site.
- 10.23 Grassed areas between the footpaths and building frontages will be used to overcome elements of landscape remodelling which have been suggested to further soften the impact of the development.
- 10.24 The applicant points out that through design development the height of the corner block has been reduced from the 4 storeys above plateau level indicated in the design and access statement, and also that during the course of the application the height of the 2 storey blocks facing Heath Road have reduced.
- 10.25 The applicant has provided a variation to the 3D model included within the Design and Access Statement to illustrate the impact on the development if the corner block were to be reduced by one further storey. The applicant contends that such a reduction in the height of this block would significantly reduce the prominence of this important public building, lessen the civic presence of the block and result in the development becoming relatively homogenous when seen from nearby and from the elevated positions of the railway and M621.
- 10.26 The agent advises that the police are committed to pursuing high quality design on this strategically located site and that the ability to build in line with the scale/massing proposed helps to provide the opportunity and flexibility to do so.
- 10.27 Officers are satisfied that the scale proposed of 3 storeys above plateau level can be accommodated on this corner of the site subject to detailed consideration at the reserved matters stage. The application seeks approval of the proposed scale based on the details set out in this report, and the application is recommended for approval on this basis.

### 3. Design Aspirations

- 10.28 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.
- 10.29 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.
- 10.30 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.

### 4. Highways

- 10.31 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 (exit for refuse vehicles and for emergency situations when the Elland Road access is compromised) is proposed from the existing access off Heath Road.
- 10.32 The existing signalised junction on Elland Road is proposed to be retained and remodelled in order to accommodate the access to the proposed development. The detailed design of this junction is subject to a condition (condition 18 as set out at the start of the report), but a design solution has been identified however there is an alternatives which Highway Officers advise should be considered. The preferred redesign will improve cycle/walking routes, improve large volume pedestrian traffic for events, however a junction capacity assessment will need to be completed to make sure the preferred junction design is feasible, however if the junction is not feasible, then the current design put forward by the applicant will be second option that can be implemented.
- 10.33 Over 500 parking spaces were initially proposed as part of the development and this was based on predicted trip generation set out in the Transport Assessment. Highways Officer raised a number of issues concerning the proposal, the applicant provided further modeling information which then formed the basis of a revised Transport Assessment. A revised indicative layout has also been provided which sets the access to the visitor car park further back away from the entrance to the site. The location of the access barrier to the multi storey car park still needs to be considered further and it is considered that this matter can be dealt with by condition.
- 10.34 In relation to car parking provision, the applicant reduced the proposed parking provision within the multi storey car park from 400 spaces to 315 as set out in the revised Transport Assessment and Travel Plan. The reduction in the number of car parking spaces is also based on the restriction of an area within the multi storey car park to remain available in order to relocate the operational parking from the secure yard during massing of police for large events. This area would not be available for staff and it is proposed that at the reserved matters stage a detailed car park management plan will be provided. This level of car parking within the development is now considered acceptable however it is considered to be important that a robust travel plan is provided for the development and this will need to be agreed and

secured by way of a s106 agreement and a car parking levy charge should be included within the s106 agreement should the peak time vehicle trip rate targets within the travel plan not be met. It should be noted that revisions to the Travel Plan are still required in response to advice from the Highways Agency and Travelwise Officer and these should be received before the Plans Panel meeting.

- 10.35 At the March Plans Panel meeting Members discussed the loss of available parking during match days. The applicant has confirmed that the police are willing to fund Traffic Regulation Orders to surrounding streets to deal with the issue of the loss of match day parking. Highway Officers have advised that there are 350 spaces at present on the site which would be lost. The application for the Arena which took up match day parking was previously approved on the basis of 2750 parking spaces remaining for the football stadium together with funding for residents parking permits. Highway Officers therefore do not have any objections to the loss of the match day parking at the site, however it is recognised that the loss of car parking provision could lead to increased on-street parking and this was raised as a serious concern of Members. The applicant proposes to fund Traffic Regulation Orders to cover approximately 69 streets to offset the potential impact of the loss of matchday parking. This has therefore formed the basis for the figure of £250,000 however the exact location of the TRO's would need to be agreed and needs to remain flexible and this matter could be dealt with through the s106 agreement.
- 10.36 In relation to how the site will operate during match days when Elland Road is blocked to traffic during and after match times, the revised Travel Plan and Transport Assessment state that it is acknowledged that access to the site is restricted for short periods on matchdays and this includes the diversion of buses before and after matches via the M621 however they continue to along the Ring Road to the west of the site.
- 10.37 The applicant states that pedestrian access to Elland Road is maintained and will allow public access to the building on match days. The applicant advises that stops in both directions are on the Ring Road adjacent to Drysalters pub are in operation on match days and are within 800m walking distance of the site and the applicant advises that this is considered to offer a reasonable level of access to the site during matchday restrictions. Vehicular access would be limited before and after games and staff and visitors accessing the site during periods when access restrictions are in place would therefore need to consider accessing the site at an alternative time and the applicant advises that staff will be able to work from other locations or have flexible working arrangements so that staff can arrive and leave outside of the road closure times.
- 10.38 In relation to police operational vehicles, the applicant has advised that patrols will already have been deployed prior to any restrictions being put in place. The police do not consider that match day access restrictions will result in any disruption to their normal operations. Members of the public will also be able to visit alternative locations at the New City Centre, Morley or Rothwell Neighbourhood Police Team facilities.

#### 5. Impact on nearby residential properties

- 10.39 Residential properties lie to the east and south of the site along Heath Road and Heathcroft Road.
- 10.40 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.

- 10.41 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.
- 10.42 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 ratio 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. The original submission showed that the office building would be approximately 2.5m taller than the existing residential properties, and this has now been reduced. 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.
- 10.43 The layout indicates that the scheme will potentially include a 4 storey building (3 storeys above plateau level) 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 35 metres between this residential property and the development. The design and access statement refers to this as a feature in views on the approach from the city centre and further detailed comment on this matter has been provided under point 1 of this appraisal. Members discussed this relationship at the March panel meeting and the applicant has provided an additional visual image showing this relationship. Whilst this is a sensitive relationship, Officers consider that the detailed design and landscaping of this corner can ensure that the scale of this part of the development will not dominate the adjacent residential properties.
- 10.44 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.
- 10.45 The applicants have clarified that the secondary access onto Heath Road will only be used in emergencies and for refuse vehicles to exit the site, 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.
- 10.46 No objections have been received from local residents concerning the application, and 2 letters of support have been received. Overall it is considered that the scale of development proposed and the indicative layout provided demonstrate that the relationship to residential properties of Heath Road and Heathcroft Crescent will be acceptable.

## 6. Sustainability

- 10.47 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.

- 10.48 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 night pollution and mitigate any effects from possible noise pollution.
- 10.49 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

- 10.50 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.
- 10.51 The Landscape Officer has advised that the principle of the development appears acceptable but that it is difficult to assess the impact of unknown development on existing landscape assets. The Landscape Officer has therefore advised that the retention of the southern embankment area and trees needs to be conditioned, notwithstanding the indicative scheme submitted and that the retention of all trees will be considered upon submission of full detailed scheme at reserved matters stage.

10.52 An ecological survey has been submitted and a bat survey. The nature conservation officer has advised that the survey is acceptable and no evidence of bat roosts was found in the trees although a number of the trees have potential to support significant roosts. Further survey will be required before any works to the trees but this could be conditioned if planning permission is granted.

## **11.0 CONCLUSION**

11.1 The principle of the proposed development is considered to be acceptable together with the proposed indicative layout and scale, based on the further information provided concerning the proposed 4 storey offices (3 storey above plateau) to the corner of Elland Road and Heath Road. The indicative layout demonstrates that the relationship to residential properties can be dealt with in an acceptable manner and no objections have been received from local residents.

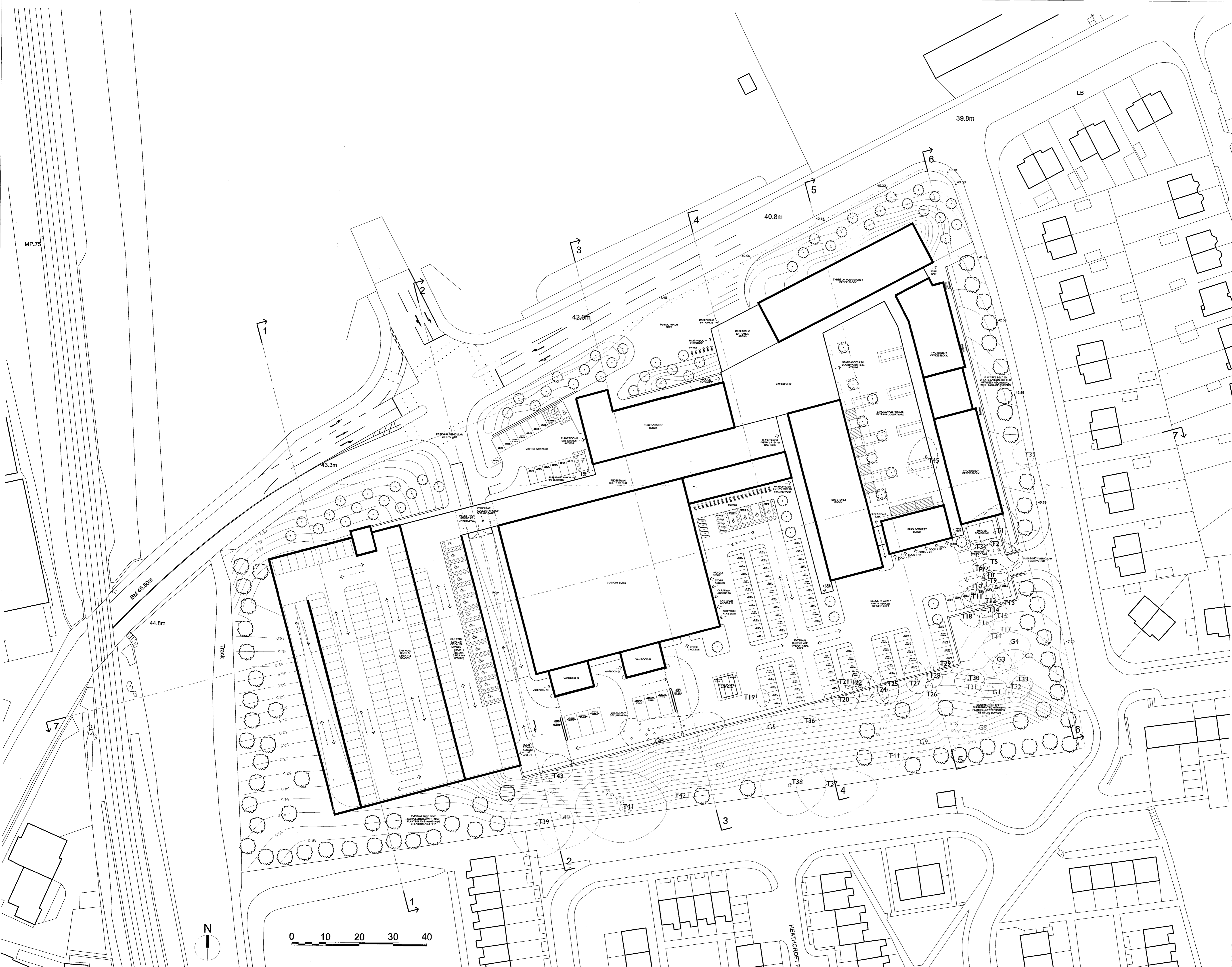
11.2 In relation to highway matters, the application seeks approval of the access and the principle of the proposed location of the access is considered acceptable subject to the conditions set out at the start of the report which includes the detailed design of the site access. Further matters are to be covered by way of a s106 agreement as detailed in the recommendation. The applicant proposes to fund traffic regulation orders to offset any potential impact to surrounding streets from the loss of match day parking and officers are satisfied that this is an acceptable arrangement which could be secured by way of a s106 agreement to include flexibility and allow for consultation as to where the TRO's should be provided. Furthermore in relation to the travel plan a car parking charging levy is proposed to be included within the s106 agreement should the vehicle trip rate targets set out within the travel plan not be achieved.

11.3 This outline application is therefore recommended for approval and Members are asked to defer and delegate approval of the application to the Chief Planning Officer subject to the completion of a s106 agreement.

### **Background Papers;**

Application 10/00412/OT

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



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

10/00412

- INDICATIVE PROVISION OF NEW INFORMAL AREAS OF TREE PLANTING TO ELLAND ROAD
- INDICATIVE PROVISION OF NEW INFORMAL AREAS OF TREES AND SHRUB PLANTING TO SOUTH, EAST AND WEST SITE EDGES TO MAINTAIN OR ENHANCE THE VISUAL BUFFER FROM RESIDENTIAL AREAS
- T14 TREES TO BE REMOVED IN ACCORDANCE WITH THE INDICATIVE LAYOUT - THIS MAY CHANGE AS THE DETAILED DESIGN DEVELOPS BUT THIS IS CONSIDERED TO REPRESENT THE MAXIMUM LEVEL OF TREE REMOVAL

THE SECURE POLICE YARD AREA TO THE REAR OF THE OPERATIONAL HQ WILL PROVIDE PARKING FOR OPERATIONAL VEHICLES PLUS A NUMBER OF AUXILIARY FUNCTIONS SUCH AS SECURE MOVEMENT OF DETAINees VIA SECURITY VANS, THE COLLECTION AND DELIVERY OF PROPERTY ITEMS, THE STORAGE AND COLLECTION OF REFUSE, THE WASHING OF VEHICLES, AND THE STORAGE OF EMERGENCY FUEL SUPPLIES. WITHIN THE AREA OF OPERATIONAL VEHICLE PARKING IT IS PROPOSED THAT THERE SHALL BE EITHER ONE OR TWO MARKED KERB AREAS IN ORDER TO PROVIDE THE POLICE WITH MAXIMUM FLEXIBILITY. ON MATCH LINES AND OTHERWISE WHEN THE NUMBER OF OPERATIONAL VEHICLES WILL BE PERMITTED TO USE LEVEL 1 OF THE MULTI-STOREY CAR PARK AS AN EXIT FOR VANS AND HORSEBOXES ETC.

THE MAIN VEHICULAR ACCESS GATES BEFORE THE RAMP UP TO THE SECURE YARD AREA WILL BE ELECTRONICALLY CONTROLLED, BUT AT PEAK TIMES GATES TO SHRINE WADING TIMES FOR ARRIVING UP ONTO ELLAND ROAD. THE POLICE ARE CONFIDENT THAT DUE TO THE NATURE AND TOPOGRAPHY OF THE SITE THIS WILL NOT CAUSE THEM ANY SECURITY ISSUES.

THE SECONDARY ACCESS/EXIT POSITION OFF HEATH ROAD WILL BE USED IN LIMITED CIRCUMSTANCES SUCH AS IF THE MAIN ACCESS IS SOMEHOW COMPROMISED. IT IS ALSO PROPOSED THAT IN ORDER TO MINIMIZE THE ON-SITE MANOEUVRES OF REFUSE LOADS THEY COULD BE PERMITTED TO USE THE ACCESS AS AN EXIT POSITION, ENTERING OFF ELLAND ROAD AND DEPARTING VIA HEATH ROAD.

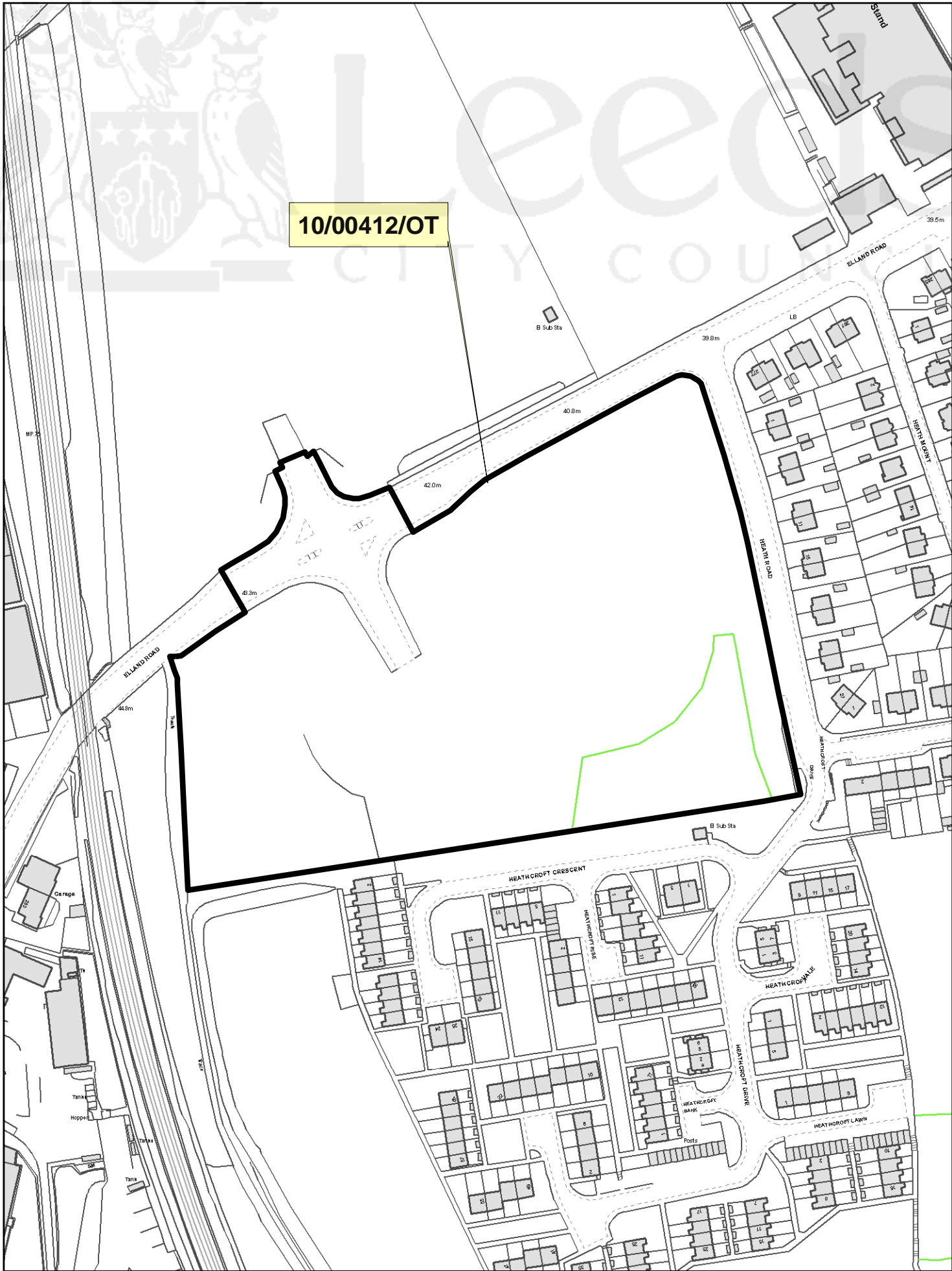
A LAYOUT OF THE MULTI-STOREY CAR PARK IS PROVIDED FOR INDICATIVE PURPOSES ONLY. THIS ILLUSTRATES THE SMALLER TOP DECK AS SUPPORTING 112 SPACES, THE MIDDLE DECK 139 SPACES (INCLUDING 14 DISABLED) AND THE LOWER DECK AS 143 SPACES (DUE TO NO DISABLED SPACES AND USE OF THE NORTH-EAST AREA FOR ADDITIONAL SPACES).

rev.	description	SPX	MJW
A	21/05/09 Vehicular lay-by added on Elland Road		
B	21/07/09 Scheme amended following LCC Consultation		
C	25/08/09 Vehicular access amended following WSP Comments		
D	13/11/09 Amendments following Planning comments		
E	12/01/10 Amendments following Planning comments		
F	17/03/10 Amendments following Highways / Planning comments to incorporate a more detailed indicative site layout together with indicative tree constraints and planting		
G	23/03/10 Amendments following Highways / Planning comments to amend the visitor car park access location		
H	16/04/10 Amendments following Highways comments to amend footways and vehicular access location		

LEEDS CITY COUNCIL  
Please refer to Decision Notice  
23 APR 2010  
**REVISED**  
West Yorkshire Police

client  
project  
As Proposed Site Plan  
INDICATIVE LAYOUT ONLY  
drawing title  
drawing number 090133-110  
revision H  
drawing status Information  
scale 1:500 @A1 (1:1000 if scaled to A3)  
date 21-04-09  
drawn by SPX  
checked by  
Seven Architecture  
Seven Architecture offices at:  
Portland Chambers, 61 Oxford Street, MANCHESTER, M1 6EQ  
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11 Howard Street, Church Street, DOLWYDELAN, Conwy, LL25 0SU  
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10/00412/OT



# EAST PLANS PANEL

○  
Scale 1/2000