

## **Plans Panel (City Centre)**

**Friday, 12th November, 2010**

**PRESENT:** Councillor B Selby in the Chair

Councillors D Blackburn, C Campbell,  
G Driver, M Hamilton, S Hamilton, G Latty,  
J Monaghan, E Nash and R Wood

### **46 Chair's opening remarks**

The Chair welcomed everyone to the meeting and asked Members and Officers to introduce themselves

### **47 Declarations of Interest**

The following Members declared personal/prejudicial interests for the purposes of Section 81(3) of the Local Government Act 2000 and paragraphs 8 to 12 of the Members Code of Conduct

Application 10/04022/RM – Arena site

Councillor Campbell declared a personal interest as a member of Leeds Bradford Airport Consultative Committee as Leeds Bradford Airport had commented on the proposals (minute 51 refers)

Councillor Monaghan declared a personal interest as a member of Leeds Civic Trust which had commented on the proposals (minute 51 refers)

Application 10/03773/LA – Multi storey car park – Woodhouse Lane LS2 – Councillor Monaghan declared a personal interest as a member of Leeds Civic Trust which he believed had commented on the application (minute 52 refers)

Application 09/03230/FU/09/03280/CA and 09/03397/LI – St Peter's Church, Church Buildings and Chantrell House Kirkgate LS2 – Councillors Campbell, Nash and Selby declared personal interests through being members of English Heritage which had commented on the proposals (minute 53 refers)

### **48 Apologies for Absence**

Apologies for absence were received from Councillor Andrew Carter and the Chair welcomed Councillor Wood who was substituting for him

### **49 Minutes**

**RESOLVED** - That the minutes of the Plans Panel City Centre meeting held on 14<sup>th</sup> October 2010 be approved

### **50 Matters arising**

The Regional Spatial Strategy

The Chief Planning Officer informed Members of the recent High Court judgement which had ruled that the Secretary of State's abolition of the Regional Spatial Strategy (RSS) was not legal and stated that this judgement would not be challenged

Members would be briefed on this in the near future but that in terms of the applications before Panel, Members were informed that the RSS was a material planning consideration and this would need to be taken into account when reaching decisions

#### The First White Cloth Hall

Further to minute 41 of the meeting held on 14<sup>th</sup> October 2010 where Panel had received an update of the current position following the structural failure of the building adjacent to the historic first White Cloth Hall in Kirkgate LS2, the Head of Planning Services stated that a copy of the letter sent to the Executive Member Development and Regeneration had been sent to all Panel Members, as requested

In response to a query, the Chief Planning Officer stated that he was to attend a meeting next week and would then be able to advise whether a retrospective application for the demolition of a Listed Building would need to be submitted

#### Eastgate and Harewood Quarter

Members were informed that the agreed date for Panel to visit a development in Leicester was 31<sup>st</sup> January 2011

### **51 Application 10/04022/RM -Reserved Matters details for Leeds Arena at site bounded by Clay Pit Lane, the Inner Ring Road, Wade Lane, Jacob Street and Brunswick Terrace LS2**

Further to minute 75 of the Plans Panel City Centre meeting held on 22<sup>nd</sup> March 2010 where Panel approved the outline application for an arena, Members considered the Reserved Matters application. Appended to the report was a schedule of proposed conditions

Plans, drawings, including axonometric images, graphics, precedent images and a model were displayed at the meeting. A site visit had taken place earlier in the day which some Members had attended

Officers presented the report and provided details of the layout and facilities at each level, together with information on the external design of the building and the landscaping

The fan-shaped arena would have a seating capacity of 12,300 but this could increase to 13,500 if the front seats at ground floor level were removed to allow standing. When the seats were retracted it allowed for views through to the stage from the glazed atrium and beyond

Facilities for people with disabilities had been provided in terms of car parking, toilets, including a Changing Places toilet and 110 seats which would be sited throughout the arena. The 24 boxes each of which catered for 10-12 people could also accommodate wheelchairs and would be accessed by a lift

Externally a mixture of materials was proposed, these being curtain-wall glazing, perforated metal panels, acrylic panels and tinted glass which would be layered and a hexagonal pattern tracery included on the front elevation which would create a 'lens' effect. A sedum roof would be provided and rainwater would be able to be harvested from the roof and used in the building

In respect of landscaping, Members were informed that this followed on from the objectives and principles established in the outline permission

A piazza would be created on the west side with the levels being adjusted to ensure the gradient would not exceed 1:21. This space would be animated with bespoke seating, lighting and planting, with Norway Maples being proposed to the north and south of the area to provide continuity from the existing trees in Brunswick Terrace

The service road corridor which incorporated disabled parking spaces and a pedestrian route linking Clay Pit Lane to Wade Lane would now see ground based oak tree planting in response to concerns raised about the use of tree pits

The two development plots adjacent to the arena would be enhanced by the use of temporary landscaping with existing trees being retained where possible and being further enhanced by Birch and Hazel trees together with wildflower meadows

If minded to approve the application, an amendment to condition 3 in relation to the provision of appropriate access and facilities for disabled people was requested, with the proposed amendment being circulated for Members' consideration

Members commented on the following matters:

- whether any further comments had been received from Leeds Civic Trust and CABA
- the arena roof; that the images depicted this as being recessed, but the model indicated the roof was 'resting' on the top of the elevations and which view was correct
- the need for further information on the re-use of rainwater within the scheme
- the siting of the toilets and whether they would be located equidistantly around the auditorium
- the pepper potting of seats for people with disabilities throughout the auditorium and whether this would create difficulties in evacuating the building in the event of a fire
- uncertainty about the merits of views through to the stage when the seats were retracted
- whether the use of scenery would be required for some events and if so whether there was sufficient space to provide this
- concerns about the use of Oak trees which were not pollutant resistant
- that wildflower meadows needed appropriate maintenance to prevent them becoming overgrown and infested with weeds and whether these would fit in with what was a high quality landmark building
- the proposed pedestrian crossing at Clay Pit Lane and whether the design of this had been completed
- that the access from Woodhouse Lane Car Park should be on Providence Place with a pedestrian crossing in that location to prevent large numbers of people cutting through Queen Square
- the rear of the building; whether this would resemble a typical service yard; the possibility of improving this elevation and the lack of detailing on the side elevations and how this could be addressed
- the colouration of the acrylic cladding panels and that the use of black and grey was not appropriate

- the two development plots opposite the site; the current position on these and the need to ensure that any future development did not visually detract from the effect being created by the arena

Officers provided the following responses:

- that additional comments had not been received but that Leeds Civic Trust had raised concerns about the development plots adjacent to the site but this had been considered as part of the outline permission. CABE whilst being supportive of the landscape and the articulation of the scheme, had been critical of the lack of proposals for the two development plots
- that there was a 'lip' to the roof as shown on the graphics
- the rainwater would be collected in four tanks and would be used for flushing toilets and cleaning, as appropriate
- that there were toilets sited on each level and would be located in the Front of House area and at the main public entrance
- that there were regulations relating to fire and access for this type of building and that these had been complied with. The Head of Planning Services stated that regulations around fire exits were covered under Building Regulations legislation and the License and the time taken for people to evacuate a building was considered as part of that
- that views through to the stage from the atrium would not be a frequent occurrence and would depend upon the type of event being held
- that scenery would be used for some events and that there was sufficient room to provide this with the design of the building allowing vehicles direct access to the stage to assist in building and dismantling sets
- that further discussions could take place with the applicant regarding tree species
- that there would also be clipped lawn as part of the temporary landscape proposals and that the need for maintenance of the landscaping was covered by a condition attached to the outline permission
- that work was ongoing on the design for the Clay Pit Lane crossing and that it could be achieved without the need for guard rails. Discussions had also taken place with surrounding landowners and that issues relating to public realm and access were expected to be addressed in these discussions and that this could be reported back to Panel
- that the service area would be fully enclosed and that strong shadow lines on the side elevations would create visual interest but that much would depend upon the workmanship of this detailing
- that in terms of colouration, the overall hue of the acrylic cladding was likely to be pale green but working from darker shades to lighter shades up the building

The Chief Planning Officer informed Members that the two development plots were actively being marketed and it was hoped that these would be developed alongside the arena to prevent disruption from construction works once the arena had opened

Members welcomed the proposals

**RESOLVED** - That the application be granted subject to the conditions set out in Appendix 1 of the report, an amendment to condition 3 to read

'Unless otherwise agreed in writing by the Local Planning Authority, the following facilities shall be designed in accordance with British Standard BS8300:2009:

- a – the changing places toilet
- b – visual clarification of the glazed entrance doors
- c – the proposed free standing building column supports

Any dropped kerbs shall be designed in accordance with DETR guidance 'Guidance on the use of Tactile Paving Surfaces' unless otherwise agreed in writing by the Local Planning Authority

The above works shall be provided prior to first occupation of the Arena and shall be retained thereafter'.

Reason: In order to provide appropriate access and facilities for disabled people

and any other conditions which the Chief Planning Officer might consider appropriate

## **52 Application 10/03773/LA - Alterations and extensions Woodhouse Lane Multi Storey car park - LS2**

Plans, drawings, photographs and graphics were displayed at the meeting. A site visit had taken place earlier in the day which some Members had attended

Officers presented the report which sought permission for improvements and maintenance works which were needed to increase the life of the building - which was built between 1968-1970 – by a further 25 years and to accommodate the vehicle and pedestrian movements associated with the arena. Appended to the report was a schedule of suggested conditions to be attached to an approval

Members were informed that the works would comprise:

- removal of the existing stair tower on the southern elevation and replaced by a larger access core incorporating stairs and two lifts
- a pedestrian bridge spanning from level 3 over the existing level 1 vehicular entry/egress point
- additional planting on the southern side of the bridge
- an extension to the external exit ramp on level 12 and closure of the level 8 exit
- replacement of the entry barrier system with a pay and display system
- 8 additional disabled car parking spaces and painting of pedestrian routes in the car park
- upgrading of the CCTV system

Additionally improved lighting and signage would be provided, although a separate application would be required for the external signs

Members commented on the following matters:

- the need to retain the fence on the roof of the car park
- that improvements were needed to the appearance of the tunnel entrance, with a mural being suggested which related to the arena. Similarly it was felt that the yellow tiles on the walls adjacent to the pedestrian access were dated and either needed to be replaced or

covered with suitable advert hoardings linked to events at the arena, in order to create a positive impression

- that the hours of opening of the car park had to relate to the timing of events
- whether the proposed improvements would mean that the car park would meet standards in terms of safety as seen in other, privately owned, city centre car parks
- the possibility of providing a lighting system above each bay to indicate where parking spaces were available
- the possibility of using the same colouration on the new tower as would be used on the arena
- the need for consistent signage with the arena
- the possibility of planting Virginia Creeper at the base to provide quick screening, colour and interest

Officers, including an Officer from the Asset Management Section provided the following responses:

- that the fence on the roof would be retained
- that improvements to the subway wall could be addressed by the separate highway scheme relating to the arena pedestrian routes
- that the opening hours would be in line with events at the arena
- that the improvements were to ensure the smooth movement of vehicles in and out as this was the car park which was expected to be the most used by people attending events at the arena. The introduction of a pay and display system would prevent the queuing associated with the barrier system and that discussions on the proposals had taken place with the police architectural liaison officer regarding safety aspects
- although a lighting system to indicate the availability of parking spaces was a good idea, the budget did not allow for this as it was not a core element, although it would be considered in the future

**RESOLVED** - That the application be granted subject to the conditions identified at Appendix 1 of the report and any others which the Chief Planning Officer might consider appropriate

### **53 Applications 09/03230/FU/ 09/03280/CA/0903397/LI - St Peter's Church and Church Buildings and Chantrell House Leeds Parish Church Kirkgate LS2**

Further to minute 43 of the Plans Panel City Centre meeting held on 14<sup>th</sup> October 2010 when Panel approved the applications in principle, to consider a further report of the Chief Planning Officer providing information on detailed design issues previously raised by Members

Plans, drawings, photographs and graphics were displayed at the meeting. A site visit had taken place earlier in the day which some Members had attended

Officers presented the report and provided images showing the existing buildings and the proposed alterations

It was noted that the existing railings were not shown on the graphics and it was confirmed this was an omission on the images provided

Discussion ensued on the proposal to move the iron gateway with different views being expressed on the appropriateness of this

A request was made for an additional condition to be placed on the approval requiring the reinstatement of the lamp on top of the gateway arch

**RESOLVED** - To note the report, the comments now made and that an additional condition relating to the reinstatement of the lamp be included

#### **54 Appeal Decisions - Various sites in and adjacent to Holbeck Urban Village - retention of unauthorised temporary long stay commuter car parking**

A site plan showing the subject sites was displayed at the meeting

The Central Area Planning Manager presented a report of the Chief Planning Officer setting out the Inspector's decisions on appeals lodged against Enforcement Notices served by the Council in respect of unauthorised car parking around Holbeck Urban Village

The Inspector had concluded that long-stay car parking was not acceptable and was contrary to the Council's policies

Three of the appeals were dismissed, however in four cases the Inspector allowed short-stay car parking with conditions, with temporary consent given for a period of 18 months from the date of the Inspector's decision

Panel was informed that the decisions vindicated both the Council's stance on tackling the problem of unauthorised car parking and the Council's Transport Strategy and would help support the viability of more sustainable transport schemes

Members discussed the report and made the following comments:

- that it was important that conditions were followed up firmly and action taken on any other illegal sites
- that increased on-street car parking could result from the decisions, so creating a different problem elsewhere
- that a Park and Ride scheme was needed for the city centre and that the lack of one was affecting the viability of Leeds, particularly when it was being marketed as being a lively, vibrant city but that people were encouraged not to bring their cars
- the need to reduce the number of cars in the city centre but that an alternative mode of transport had to be provided and that in the absence of the NGT and Supertram, that the relevant Chief Officers be asked to investigate suitable Park and Ride schemes
- the number of parking spaces which were being provided across the subject sites
- that the problem of unauthorised car parking could continue, particularly on sites which had planning permission for a development but where building had not commenced

Officers provided the following responses:

- an acceptance of the need to remain vigilant but that the Inspector's decisions would support the Council in taking action quickly
- that the estimated capacity of the unauthorised car parking sites was 2500 spaces
- that there was significant capacity available in existing legal car parks
- surveys by some of the appellants showed that some people would revert to public transport
- it appeared that people were choosing to use the unauthorised car parks because they were cheaper

**RESOLVED** – To note the report and the comments now made

**55 Date and time of next meetings**

Thursday 9<sup>th</sup> December 2010 at 1.30pm

**Wednesday 12<sup>th</sup> January 2011 at 1.30pm**