



## Report of the Chief Planning Officer

### PLANS PANEL EAST

Date: 22<sup>nd</sup> March 2012

**Subject: APPLICATION 12/00241/RM –Reserved Matters 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

Interserve Construction Ltd

#### DATE VALID

23<sup>rd</sup> January 2012

#### TARGET DATE

23<sup>rd</sup> April 2012

#### Electoral Wards Affected:

Beeston & Holbeck

Yes

Ward Members consulted  
(referred to in report)

#### Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

**RECOMMENDATION - APPROVE subject to the conditions set out below.**

1. Development to be carried out in accordance with the approved plans
2. Prior to commencement of development, details of two bat tubes to be provided within the fabric of the building at soffit level, away from direct illumination by security lighting shall be submitted and approved in writing. These features shall be provided in accordance with the approved details and maintained for the lifetime of the development.
3. Details of integrated roller shutters to the ground floor elevation facing Elland Road and to be used only in cases of emergency, shall be submitted and approved in writing.
4. Notwithstanding the approved plans, details of tactile paving to the proposed entrance to the site and steps to the west of the access ramp shall be submitted together with details of hand rails.
5. The development shall submit evidence of meeting the BREEAM excellent target set out in the reserved matters BREEAM assessment and the 10% on-site energy attainment through LZC technologies for this development.

6. Green roofs in accordance with the detailed specification received on 08.03.12 shall be provided to the main office and custody building prior to occupation of the development, unless otherwise agreed in writing.
7. The overspill visitor car parking spaces shall be made available at times when the main visitor car park is full and signage shall be provided prior to occupation of the buildings hereby approved – in accordance with the information from the applicant received 13.03.12.
8. The southern boundary hedgerow shall be a mixed locally-native species hedgerow with a mix of 40% Hawthorn, 30% Blackthorn, 10% Dog Rose, 10% Holly, 10% Guelder Rose unless otherwise agreed in writing with the local planning authority.

## **1.0 INTRODUCTION**

- 1.1 This application is seeking approval of the reserved matters (layout, appearance and landscaping) for the new divisional police head quarters to replace existing Milgarth and Holbeck stations at the site of the former greyhound stadium on Elland Road. Members granted outline permission for the head quarters in May 2010. The project is a PFI scheme and has been through a procurement process with Interserve Construction Ltd selected as the successful contractor for the development. Home Office Permanent Secretary and Treasury approval has been received for the Final Business Case and financial close should be reached in May 2012 to enable start on site June 2012.
- 1.2 The funding process requires that the reserved matters approval is in place at the latest by April 2012 and Financial close is May 2012.
- 1.3 Members considered a position statement regarding the reserved matters proposals at the 5<sup>th</sup> January 2012 Plans Panel meeting. At this meeting Members were shown a model of the proposed development as well drawings presented by the developer. Members were generally satisfied with the proposals and design of the reserved matters scheme.
- 1.4 Members raised concerns that only 15 visitor parking spaces were provided and requested that this be reviewed in the application. Members also commented that local residents should be kept informed of the building works and timescales for development.

## **2.0 PROPOSAL:**

- 2.1 All reserved matters form part of this application - layout, appearance and landscaping together with access and scale of development although these matters were part of the indicative layout approved at outline stage. The development is for some 13,000 sq.m of floorspace, a multi storey car park and surface parking and will accommodate some 750 staff. The development will comprise;
  - 24 hour Public help desk
  - Press room
  - Central office and response unit
  - 3 floors of office accommodation
  - 40 cell custody suite (2,400 sq.m)
  - Multi storey car park – 317 parking spaces and 20 motorcycle spaces
  - Visitor and operational parking
  - 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
- Administrative Staff

- 2.2 The outline application considered an indicative layout which showed the use of the existing access onto Elland Road with the access onto Heath Road restricted for emergency use only. The reserved matters layout includes the same access arrangements, although detailed design of the access onto Elland Road needs to be finalised. All staff and visitors arriving at the HQ will use the access from Elland Road with a separate visitor car park provided to the front of the site.
- 2.3 The proposed layout follows the principles established by the indicative layout submitted at outline stage. There are 3 main elements to the building comprising the main head quarter offices including plaza entrance from Elland Road and 24 hour help desk facility. The 3 storey offices are 14m in height (plus 4m plant enclosure) and set back from Elland Road by some 15m. The east elevation facing Heath Road reduces to 2 storeys (10m in height) further back into the site.
- 2.4 The custody suite is set back into the site some 50m from Elland Road and behind the main entrance, with visitor parking in front. To the western side of the site towards the railway line the multi storey car park is set back approximately 35m from Elland Road with vehicle fueling area in front. To the rear of the main offices and custody suite is operational surface parking.
- 2.5 The wooded embankment to the south of the site is retained and a landscape management plan is provided which includes removal and replacement of trees.
- 2.6 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;
- 317 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.
- 2.7 As established in the outline application, 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 a detailed car park management plan will be required by condition. 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.

- 2.8 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.
- 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 is provided directly from Elland Road into the main entrance for the help desk area of the building and the custody suite area. A dedicated pedestrian link via a footbridge is proposed between the multi storey car park and the main building.
- 2.11 The proposal retains the majority of 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. There is tree removal and replanting proposed along Heathcroft Crescent.

### **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 10/00412/OT Outline application to erect new divisional police head quarters. Approved 28.10.10
- 4.2 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
- 4.3 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
- 4.4 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

- 4.5 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
- 4.6 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
- 4.7 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
- 4.8 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.
- 4.9 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.
- 4.10 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
- 4.11 H21/494/78 - Change of use, involving alterations, of refreshment room to rugby club changing rooms, with showers. Approved 30.10.78
- 4.12 H21/336/75 - Pre fabricated office unit, to stadium premises. Approved 04.08.75
- 4.13 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 Following the grant of outline planning permission in October 2010 the PFI contract for delivery of the new police headquarters has been through a procurement process and detailed negotiations with Officers have been ongoing with each of the bidders for the project. Prior to the submission of the reserved matters application, the successful bidder gave a presentation to the Plans Panel East on 5<sup>th</sup> January 2012 and Members comments are summarised above in section 1 of the report.

## **6.0 PUBLIC/LOCAL RESPONSE:**

- 6.1 West Yorkshire Police have carried out a number of consultation events with the local community prior to the submission of the outline application and the reserved matters details. For the reserved matters proposals, a consultation event was held at LUFC football ground in November 2011 and another community consultation meeting on 30<sup>th</sup> January 2012 where a presentation was provided regarding progress on the project and next steps. A summary of the questions raised by local residents and answers provided by the police has been provided. The questions raised at the event related to design and materials of the building and the construction process.

- 6.2 Site notices advertising the application were posted on 3<sup>rd</sup> February 2012 with the consultation period expiring on 24<sup>th</sup> February 2012.
- 6.3 Ward members have been consulted and Councillor Ogilvie advises that he is generally supportive of the proposals, notwithstanding a desire to see some replacement parking or contribution to residents only parking schemes.
- 6.4 Two letters of support has been received making the following comments;
- the proposals were very good and will make Leeds 11 much better,
  - there is nothing that I do not like about the plans.
  - Good facilities, well planned to fit into present environment
  - Like the openness of the reception area
  - The loss of match day parking will inevitably increase the on street parking within the Holbeck Area
  - Would be useful to residents to increase parking permit areas

## 7.0 CONSULTATION RESPONSES:

### **Statutory:**

#### Highways

- 7.1 LCC have provided a junction design which incorporates a staggered pedestrian crossing to provide for future development aspirations for the land to the north of the junction onto Elland Road. A revised layout has now been received which ties in with the site access junction design.
- 7.2 A revised plan has been received which details the bollards which reserve parking for muster arrangements within the multi storey car park.
- 7.3 Other matters of clarification regarding the detailed access and parking arrangements have been addressed by the applicant and the reserved matters proposals are acceptable.

### **Non Statutory:**

#### 7.2 Neighbourhoods & Housing

A noise report has been provided with the reserved matters application and has been considered, the department has no adverse comments to raise.

#### 7.3 West Yorkshire Ecology

Repeat surveys of the trees which were identified of particular merit for roosting bats should be undertaken before any work is undertaken to them (and we would add or in the immediate area around them, either construction or arboricultural work which might impact on the conditions within any potential roost).

- 7.4 It is recommended that a condition requires two bat tubes are include within the fabric of the building at soffit level, away from direct illumination by security lighting.

- 7.5 The current landscaping scheme includes too much non-native tree planting such as the composition of the southern hedgerow and the use of Scot's pine. There is also no provision for the introduction of woodland ground flora species set out in the ecological report submitted with the outline application, which would add quality to the woodland and improve its structure. This would go some way towards mitigating for the loss of the semi-improved grassland habitat within the site. The hedgerow mix

should include the following native thorny species, hawthorn (*Crataegus monogyna*), blackthorn (*Prunus spinosa*), holly (*Ilex aquifolium*) and dog rose (*Rosa canina*). Subject to changes regarding the hedgerow mix and woodland ground flora there are no objections to the proposed scheme.

7.6 West Yorkshire Archaeology

No apparent significant archaeological implications.

7.8 Access Officer

Tactile paving should be provided on the proposed entrance to the site and steps to the west of the access ramp as well as hand rails. Tapered steps to the main entrance should be avoided, further details required. Revolving doors are proposed and a button operated pass system, these types of doors often lead to lengthy delays for wheelchair users left waiting outside, it is requested that the applicant considers this issue further.

7.9 The number and size of disabled persons parking bays is acceptable.

7.10 Flood Risk Management

A Flood Risk Assessment is submitted and an acceptable drainage strategy provided. Information has been provided to confirm that infiltration drainage was not feasible at this development site.

7.11 Air Quality (Transport Policy)

Whilst the proposal will undoubtedly increase traffic emissions in the locality compared to the present situation, the immediate locality is not particularly sensitive and the proposal will most likely result in removal of emissions from elsewhere that is probably more sensitive. Consideration should be given to installation of electric vehicle recharging points. Air Quality is not considered to be a major determining factor for the development.

## 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.

- 8.4 The Publication Draft of the Core Strategy was issued for public consultation on 28<sup>th</sup> February 2012 with the consultation period closing on 12<sup>th</sup> April 2012. The Core Strategy set sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district. As the Core Strategy is in its early stages of formal consultation only limited weight can be afforded to any relevant policies at this point in time.

#### Supplementary Planning Guidance/Documents

- 8.5 Public Transport Improvements and Developer Contributions SPD.  
Travel Plans SPD.

- 8.6 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.

- 8.7 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. Layout
3. Design/ appearance
4. Highways
5. Landscape
6. Relationship to surrounding residential properties.
7. Sustainability
8. Other matters

## **10.0 APPRAISAL**

- 10.1 1. Principle of development  
The principle of this development was established by the outline consent. Access and scale of development were approved as part of the outline application. The reserved



matters proposals include the approved access arrangements and are within the scale parameters approved at outline stage.

- 10.2 The outline application was subject to a legal agreement which secures the following obligations;
- 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

## 2. Layout

- 10.3 The layout of the proposed development is similar to the indicative layout submitted with the outline application although the orientation has changed slightly which allows for further separation from Heath Road.
- 10.4 The layout includes using the existing main access to the site from Elland Road to be shared access for staff and visitors however visitor and staff parking will be segregated with secure access to the multi storey car park. 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.
- 10.5 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 of the outline consent) however LCC have provided the design solution to the applicant and revised drawings have been received to align the layout with this design.
- 10.6 The proposed layout consists of two 3 storey blocks (the main HQ building and custody suite) facing Elland Road together with a multi storey car park to the western part of the site. The custody suite and multi storey car park are set back further than the main DHQ building and the main entrance area, visitor car park and landscaping. The DHQ building is set back 15m from the back of pavement on Elland Road, 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 setting to the prominent corner of Elland Road and Heath Road and takes the opportunity of creating an arrival space in front of the main entrance. It is considered that the layout achieves a strong frontage to Elland Road for the main office building, whilst also making the custody suite and multi storey car park more recessive by setting them back into the site.
- 10.7 To the west of the DHQ/ offices and custody suite is the 317 space multi storey car park (3 storeys including levels difference) adjacent to the railway line to the west of the site. The multi storey car park is embedded into the site due to the existing levels at the site which rise towards the south of the site. The development includes a landscaped edge around the whole of the site reducing around the main entrance and visitor car park on Elland Road. The landscaping to the front of the site is on average some 12m – 15m and along Heath Road varies from circa 20m at the corner with Elland Road reducing to 4m at the emergency access point.

- 10.8 The layout retains the existing embankment rising up towards Heathcroft Crescent and details of tree removal and replacement planting are dealt with further on in the report as part of the landscaping reserved matters.
- 10.9 To the rear of the main office blocks a first floor external courtyard terrace is proposed for staff use during breaks.
- 10.10 A fuel delivery area is incorporated into the scheme to the front of the multi storey car park, surrounded by landscape bunding to screen views from the streetscene and public right of way to the west.

### 3. Design/ appearance

- 10.11 The design of the 3 storey main office building is a simple pre cast stone building with full height glazed central main entrance. The main entrance is emphasised by a projecting canopy and wide entrance steps and ramps leading from Elland Road up to the main entrance and help desk. Vertical anodized aluminium panels are proposed to articulate the upper floors of the main building.
- 10.12 The pre cast stone is used throughout the development for the custody suite and the multi storey car park as well as the boundary wall to Elland Road and Heath Road as well as the walls enclosing the operational car park to the rear of the site. This will provide a uniform composition to the development, with the design of the custody suite and multi storey car park being set back into the site and having less articulation and more recessive appearance.
- 10.13 An anodized aluminium pedestrian bridge provides access for staff between the multi storey car park and the main building. The applicant states that the simple palette of materials has been chosen to provide long lasting durable materials and to achieve a building of civic presence and high quality and it is considered that the overall design and use of materials will achieve this. The pre cast stone will use a dolomite mix to achieve a high quality white appearance.
- 10.14 The boundary wall to Elland Road and Heath Road will be constructed of the pre cast stone and will be treated with a transparent anti graffiti coating.
- 10.15 A 4m high roof top plant room is set back 7.5m from the primary elevation and will be clad in louvered aluminium panels. Detailed consideration has been given to the screening of the plant equipment and whilst this will still be relatively significant in height, it is considered that the set back and the treatment of the enclosure with use of aluminium louvered panels will be appropriate to ensure that the plant equipment does not dominate the overall massing of the main office building.

### 4. Highways

- 10.16 A detailed Transport Assessment and Travel Plan were approved as part of the outline application. The travel plan has been secured by way of a s106 agreement and a car parking levy charge included within the s106 agreement should the peak time vehicle trip rate targets within the travel plan not be met.
- 10.17 The s106 agreement also includes funding for Traffic Regulation Orders to surrounding streets to deal with the issue of the loss of match day parking.
- 10.18 The outline permission includes requirement for submission of a car park management plan to include restriction of police and staff vehicles within the visitor parking area and details of access and parking management within the site on LUFC match days.

- 10.19 The secondary access onto Heath Road is restricted by condition 18 of the outline permission that it must not be used by police operational vehicles, or any civilian or staff vehicles, for the lifetime of the development unless the primary access onto Elland Road is fully compromised, through either a blockage or emergency.
- 10.20 The applicant has submitted revised drawings to deal with footpath widening to Elland Road/ Heath Road and the alignment of the site entrance to the junction design provided by the Council.
- 10.21 Further details have been provided regarding motor cycle storage, gradient details for ramps within multi storey car park, lockable cycle parking facilities and reserved muster parking within the multi storey car park have also been provided.
- 10.22 Members commented at January 5<sup>th</sup> Plans Panel regarding the amount of visitor car parking provided should be increased. 21 spaces are provided for visitors to the police station and custody suite together with a taxi drop off space. A further 6 spaces are now identified for visitors to the front of the multi storey car park within the fuel delivery area.
- 10.23 There is an access gate proposed for the fuel delivery area and the police intend to make this over spill visitor parking available if/ when the visitor car park is full. A member of staff from the help desk will monitor this and open the access gate to the overspill parking. Signage will be in place to make visitors aware of this overspill parking. Deliveries will be managed to avoid conflict with the overspill visitor parking provision.

#### 5. Landscape

- 10.24 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.
- 10.25 The reserved matters submission includes the retention of the southern embankment area and additional planting forms part of the landscape scheme. The proposal includes the removal of 22 trees at the site which have been subject of a separate tree works application.
- 10.26 Revised landscape proposals have been received to respond to comments from West Yorkshire Ecology however the revised landscape plan still indicates non-native species in the southern boundary hedgerow. The landscape officer advises that this should be a mixed locally-native species hedgerow as previously discussed, with a significant element of thorn in it. This will provide additional natural habitat, amenity screening and act as an access deterrent to the site fenceline and beyond, (e.g. something like 40% Hawthorn, 30% Blackthorn, 10% Dog Rose, 10% Holly, 10% Guelder Rose) – a condition is recommended, but revised plans are expected. Scots pine should be omitted from the scheme as it is not a native species to the area.

#### 6. Impact on nearby residential properties

- 10.27 Residential properties lie to the east and south of the site along Heath Road and Heathcroft Crescent. 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 closest 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 significant levels difference and the proposed development is set down some 9m below the level of Heathcroft Crescent. There is also a tree belt of some 15m between the multi storey car park and No. 2

Heathcroft Crescent, with the car park set into the embankment with the car park no higher than the overall height of this embankment.

- 10.28 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.
- 10.29 No's 1 – 11 Heath Road are over 40 metres from the proposed three and two storey offices. A landscape strip is proposed to the front of these offices which ranges from 20m at its widest at the corner with Elland Road, down to 5m where it meets the operational car parking. It is considered this landscape strip will soften the appearance of the development and provide further separation from the residential properties.
- 10.30 The reserved matters proposal has improved the relationship to properties on Heath Road in both scale and siting of the development. The indicative outline scheme potentially included a 4 storey building (3 storeys above plateau level) to the corner of Heath Road and Elland Road adjacent to a residential property, no. 227 Elland Road. This has reduced to 2 storeys and is sited a further 5 metres from the corner of Elland Road.
- 10.31 The scheme includes an acoustic assessment of the proposed development and in particular assesses the potential for noise disturbance from the first floor courtyard garden to the offices which sits adjacent to Heath Road. The report concludes that it is not considered likely that conversations taking place in the courtyard garden will cause disturbance at nearby properties however it is recommended that the use is restricted for late evening/ night time. The report also assesses the potential for noise disturbance from fixed plant equipment and advises that noise attenuation will be provided to the plant to ensure complaints are unlikely occur. Condition 27 of the outline application requires that details of noise mitigation measures are submitted.
- 10.32 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 and siting of development proposed improves on what was accepted in the indicative layout submitted as part of the outline application and achieves a good relationship to residential properties of Heath Road and Heathcroft Crescent by providing meaningful landscaping and separation from these properties and also working with the levels across the site and retaining the existing woodland embankment.

#### 7. Sustainability

- 10.33 The reserved matters application is submitted with a Sustainability appraisal which sets out that the development will achieve a BREEAM 'Excellent' standard and 10% of on-site energy coming from Low and Zero Carbon (LZC) technologies. The LZC technologies proposed in the Sustainability Assessment are solar photovoltaics and source and ground heat pumps and are expected to exceed the target of 10%.
- 10.34 A condition is therefore recommended to be attached to a reserved matters approval to ensure that these targets are met and to require the provision of green roofs to the main office and custody suite buildings.

#### 8. Other matters

- 10.35 An extended Phase 1 Habitat report and BREEAM assessment has been submitted in accordance with the requirements of condition 7 of the outline permission for these

details to be considered at reserved matters stage. WYE have recommended that conditions are imposed regarding bird and bat boxes and this condition is set out at the start of the report.

## **11.0 CONCLUSION**

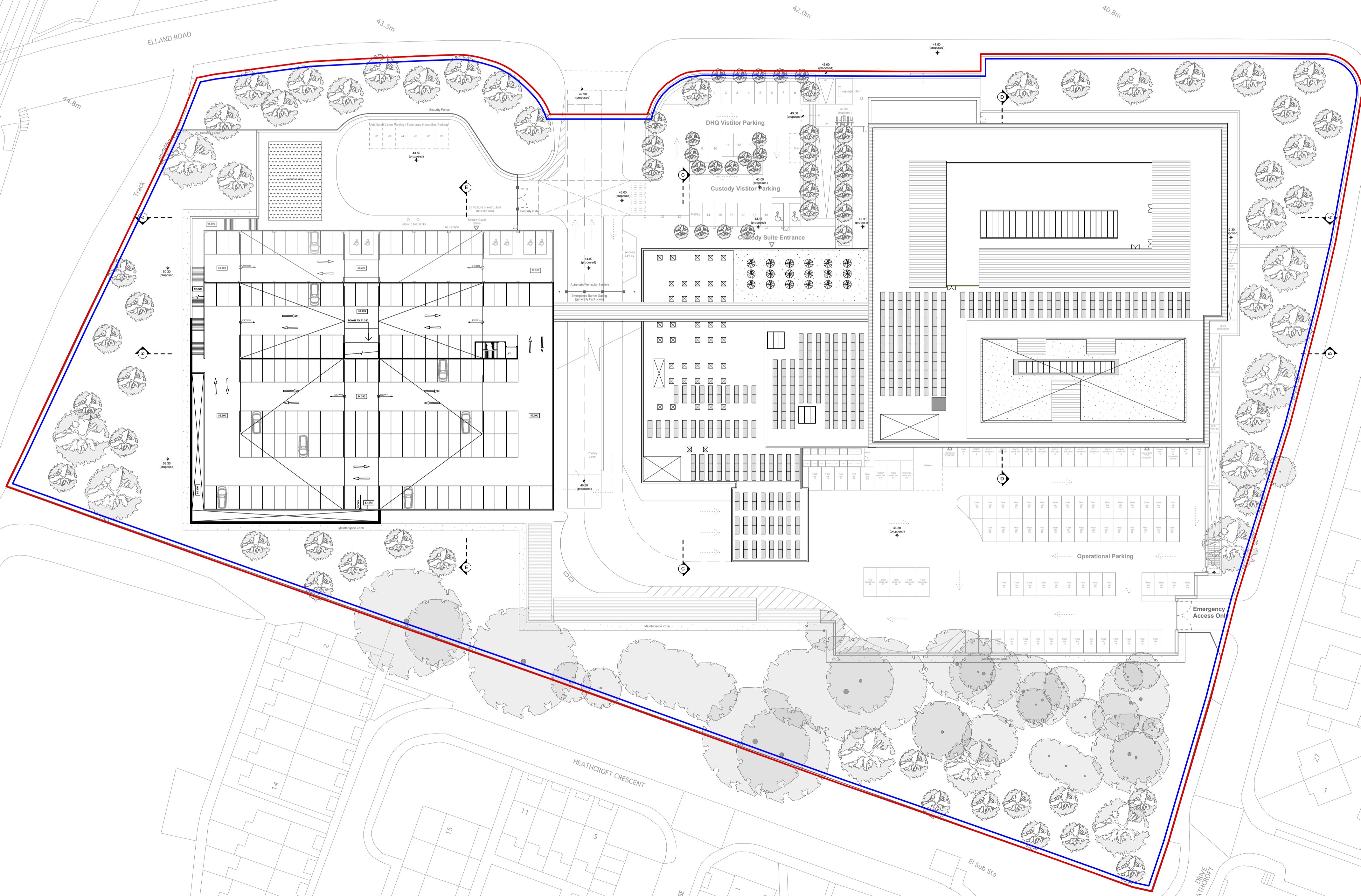
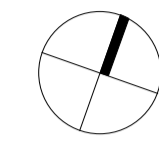
- 11.1 The principle of the proposed development was established by the outline consent. The reserved matters proposal are considered to achieve a high quality landmark building at this important site on Elland Road. It is considered that the reserved matters scheme improves on the indicative layout submitted at the outline stage and provides a better relationship to the nearest residential properties. The reserved matters details of access, appearance, landscaping, layout and scale are considered acceptable and the application is accordingly recommended for approval subject to the conditions set out at the start of the report.

### **Background Papers;**

Application file

Applicant is now landowner although no ownership certificate required with RM submission.





Rev	Rev Date	Purpose of revision	Drawn	Check'd	Review	Apprv'd
P	19.01.12	PLANNING			JJ	SS

**JACOBS** GLENN HOWELLS ARCHITECTS



Client **WEST YORKSHIRE POLICE**

Project **LEEDS DHQ AND CUSTODY SUITE**

Drawing title **PROPOSED SITE PLAN**

Drawing Status **PLANNING**

Scale **1 : 500 @ A1** **DO NOT SCALE**

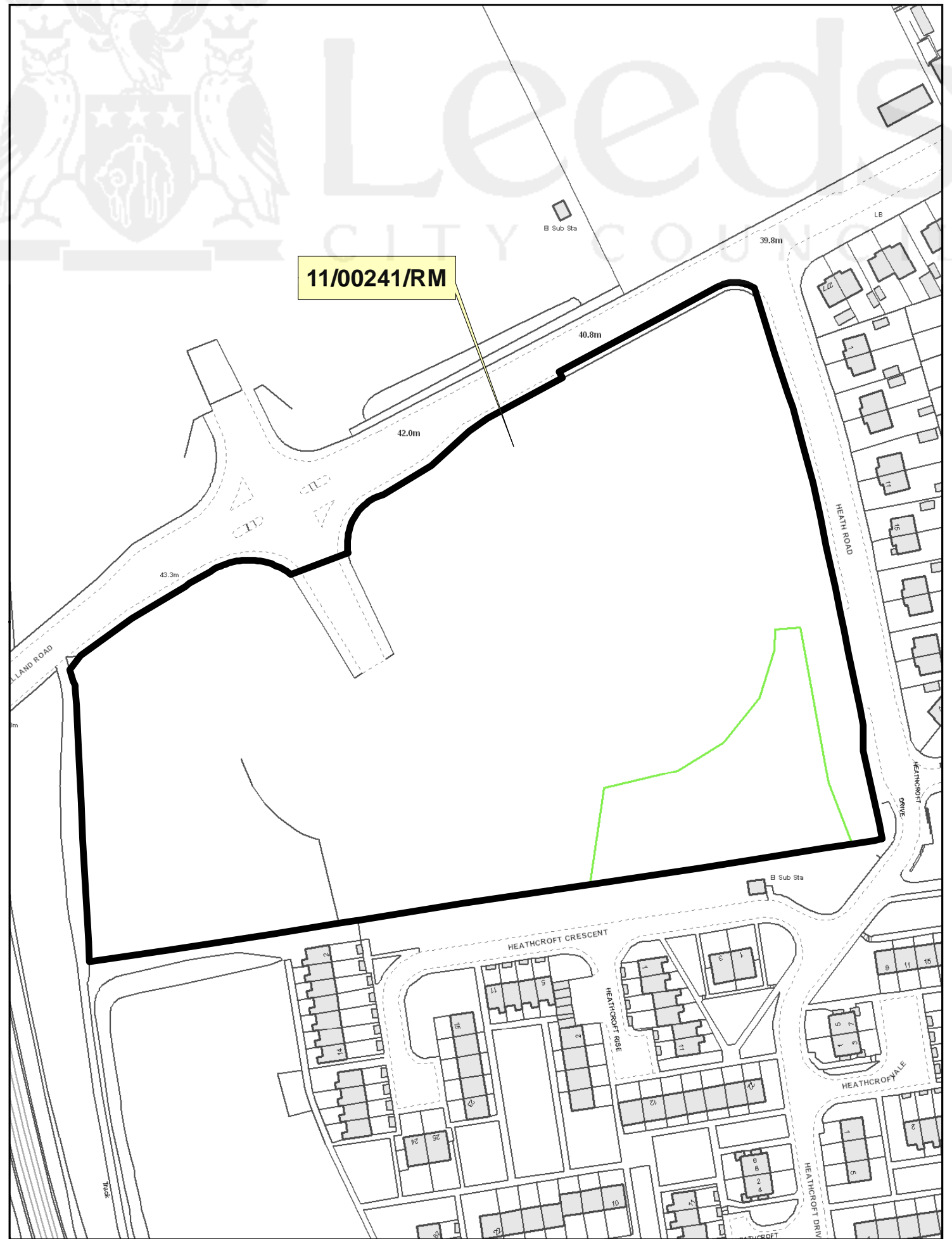
Jacobs No. **B1317300/LDH-D/A.01a/1004**

JPI No. **B1317300/LDH-D/A.01a/1004**

Drawing Number **B1317300/LDH-D/A.01a/1004** Rev **P**

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.





# EAST PLANS PANEL

