



## Report of the Chief Planning Officer

### PLANS PANEL CITY CENTRE

Date: 10<sup>th</sup> MAY 2012

**Subject: PROPOSED HOTEL AND RESTAURANT, JUNCTION OF PORTLAND WAY AND CALVERLEY STREET, LEEDS (REF/11/04582/FU).**

#### APPLICANT

Quay City Developments Ltd

#### DATE VALID

8<sup>th</sup> November 2011

#### TARGET DATE

7<sup>th</sup> February 2012

#### Electoral Wards Affected:

City and Hunslet

No

#### Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

### RECOMMENDATION:

**DEFER and DELEGATE to the Chief Planning Officer for approval subject to the specified conditions (and any others which he might consider appropriate) and the completion of a Section 106 agreement to include the following obligations; public transport contribution (£43,939); travel plan and monitoring fee (£2,500); employment and training initiatives; Section 106 management fee (£750). In the circumstances where the Section 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.**

#### Conditions

- 1 3 Year Time Limit
- 2 Development to be in accordance with approved plans.
- 3 Notification of Commencement
- 4 Code of construction practice to be submitted including methods to control dirt, dust and noise during construction.
- 5 Details of contractor's storage and parking.
- 6 Construction hours limited to 0730-1900 on weekdays and 0800-1300 on Saturdays
- 7 Land contamination desk study / site investigation report

- 8 Land contamination remediation statement
- 9 Land contamination verification report.
- 10 No sale of hot food to take away from the restaurant.
- 11 No change of use of restaurant to A1 use.
- 12 Sound insulation scheme to protect occupants
- 13 Delivery hours 0700-2300
- 14 Details of extract ventilation
- 15 Provision of a grease trap
- 16 BREEAM pre-assessment report to be provided including details of Low and Zero Carbon technologies; a Very Good standard to be achieved; and post construction certification.
- 17 1:20 architectural details
- 18 Details and samples of all external facing materials including plant room screen
- 19 Cycle parking to be provided.
- 20 Provision of a lay-by on Portland Way before occupation of hotel.
- 21 Provision of bus shelter and real-time information before occupation of hotel.
- 22 Servicing management plan to be submitted.
- 23 Tree protection.
- 24 Details of hard and soft landscaping including paving treatment to terrace and steps, external lighting, balustrades, tree pits, tree grilles and tree guards and implementation before first occupation.
- 25 Landscape management details.
- 26 Remedial landscaping works if planting fails.
- 27 Details of method, storage and disposal of refuse and litter.

### **Reasons for approval:**

The application is considered to comply with Regional Spatial Strategy policies YH1, YH2, YH4, LCR1, ENV5, T1, T2 and T5; and Unitary Development Plan Review policies SA1, SA2, SA7, SA8, SA9, N12, N13, N19, N23, N25, T2, T2D, T5, T6, T7A, R5, A4, CC1, CC3, CC5 and CC27; and the following supplementary guidance Public Transport Improvements and Developer Contributions, Travel Plans, Building Today for Tomorrow – Sustainable Design and Construction, and the Leeds City Centre Urban Design Strategy. Having regard to all other material considerations the application is recommended for approval.

## **1.0 INTRODUCTION**

- 1.1 A new hotel is proposed on vacant, brownfield land at the junction of Calverley Street and Portland Way. The applicant's team presented the emerging scheme proposals to Plans Panel on 27<sup>th</sup> October 2011 following a Panel site visit. A summary of Panel's comments is included at paragraph 4.2. The application is brought to Plans Panel as the proposals involve the construction of a high quality building on a prominent, vacant site within the city centre. The developer intends commencing development in the third quarter of 2012.

## **2.0 SITE AND SURROUNDINGS**

- 2.1 Leeds Metropolitan University city campus is a large rectangular area bounded by Calverley Street, Willow Terrace Road, Portland Way, Woodhouse Lane and the Inner Ring Road to the north of the city centre. It is currently characterised by denser built forms towards the eastern side and a more open setting with grassed spaces containing trees on the northern and western edges, including groups of trees along Calverley Street. The northern side of the campus is subject to ongoing redevelopment as student accommodation by Downing.

- 2.2 The site where the hotel is proposed comprises land on the southern fringe of the campus at the junction of Portland Way and Calverley Street. Levels fall towards the road junction such that there is a level change of more than 4 metres from north to south. The area was cleared of redundant educational buildings during 2007/8 and is presently surrounded by hoardings. Other than for the trees, the site currently detracts from the appearance of the area and the setting of nearby listed buildings.
- 2.3 The surrounding area is mainly characterised by institutional and civic uses. Leeds General Infirmary is across Calverley Street to the west and beyond Portland Way to the south are the Civic Hall and to the east the Leeds Metropolitan University Rosebowl building.
- 2.4 The site is located immediately north of the City Centre Conservation Area and in the setting of the grade II\* listed Civic Hall. Trees around the campus are protected by Tree Preservation Order (No.22) 2007.

### **3.0 PROPOSAL**

- 3.1 The scheme primarily comprises a 178 bedroom hotel. The building would have a linear form, approximately 67 metres long x 15 metres wide. The building would be set back from both Portland Way and Calverley Street to reinforce the notional building lines. The southern end of the building would have a curved form responding to the Portland Way and Calverley Street junction arrangement and also nearby precedents at the LGI opposite the site.
- 3.2 The lowest level of the building would accommodate a restaurant with level access close to the junction of Portland Way and Calverley Street. Ground levels are such that the restaurant would only cover approximately half of the footprint of the building. Pedestrian access into the hotel would be from Portland Way practically opposite the route between the Civic Hall and the Rose Bowl.
- 3.3 The upper levels of the building step up in response to changing levels and buildings around the site. There would be a total of seven levels of hotel accommodation, with rooms located both sides of a central corridor. Rooms at the southern end would respond to the curved form of the building with bedrooms benefiting from external balcony space. A plant room would be situated on the roof at the higher end of the site.
- 3.4 It is currently proposed to utilise reconstituted Portland stone as the primary external facing material. The large panels would frame grand scale glazed openings divided by strong horizontal floor elements. The top floors and plant screen are identified as being clad in a dark grey metal rainscreen product. A sealed façade with air conditioned rooms is needed to produce acceptable noise levels within the building.
- 3.5 It is proposed to construct a lay-by in Portland Way that would accommodate taxis and cater for customer drop-off/pick-up. A new covered bus stop would be provided north of the lay-by. Delivery vehicles would park on Calverley Street in the space vacated by the existing taxi rank. A covered service area would run parallel to the rear of the building, incorporating space for both bin storage and long stay cycle parking (24 spaces). 4 short-stay cycle spaces would be provided closer to the hotel entrance.
- 3.6 The pedestrian footway around the site would be widened by up to 4 metres through the removal of the existing boundary wall and replacement and extension of surface

treatment back to landscaping around the new building. A new flight of steps, 8 metres in width, would be constructed at the northern end of the site between the hotel and the existing Leeds Met Portland Building. The steps would meet the proposed footpath leading towards the forthcoming public square within the city campus site. Three trees would be lost on the Calverley Street and three on the Portland Way frontage. It is proposed to plant a line of trees along the Portland Way frontage (5); along the rear boundary of the site (9); close to the road junction (3); and between the proposed steps and Leeds Met (3) in mitigation (20 in total).

- 3.7 It is proposed that over 10 per cent of the hotel's energy needs would be provided by air source heat pumps. Public areas of the building would feature motion detectors to control light use. Low water fittings would be specified. A "Very Good" BREEAM sustainability rating is anticipated.
- 3.8 The application is accompanied by a Travel Plan which has been agreed by the Travel Plan officer. The travel plan promotes the use of alternative and more sustainable modes of travel to the car and seeks to reduce the impact of those journeys which are made by car. A travel plan coordinator will be appointed prior to initial marketing of the hotel. The coordinator will be responsible for overseeing the ongoing development and implementation of the travel plan and coordinating the monitoring of the travel plan. Targets will be reviewed on an annual basis in consultation with LCC's Travelwise officers. A travel plan monitoring fee of £2500 is required.

#### **4.0 PLANNING HISTORY**

- 4.1 The site forms the southern part of the former Leeds Metropolitan University site which was acquired by Downing in 2010. Plans Panel considered the application for the first phase of Downing's proposed development across the northern half of the former campus site in February 2011 (10/05541/FU). Those works are now advanced. Subsequently, Members approved the second phase of redevelopment, a 21 storey student tower, at Plans Panel on 12<sup>th</sup> April 2012 (12/00152/FU).
- 4.2 The applicant's team presented emerging proposals for the site to Plans Panel on 27<sup>th</sup> October 2011. Plans Panel commented on the following matters:
- The design and proposed materials which referenced the existing buildings within the Civic Quarter and Leeds General Infirmary was welcomed. The quality of the materials should be just as high on the north-western side of the building.
  - The design of the Calverley Street/Portland Way curved elevation was welcomed. Care should be taken to ensure this appeared as a true curve in its built form and to avoid compromise on the quality of the material.
  - The hotel could have an over-dominant impact on development on the vacant land to the north.
  - Details of the sustainability measures, particularly in respect of the possible use of renewable energy, should be provided.
  - Further detail of the vehicular access and taxi/private hire/private car drop-off and pick-up points was required. Members considered Portland Way to be a very busy traffic point and were keen to ensure that there should be no obstruction to the highway by vehicles making short stops.
  - The impact of noise from emergency service vehicles attending the hospital should be assessed and addressed.

- Members asked whether the roof top plant box could be deleted and the plant moved into the building.
- Concern was expressed over the loss of the trees, although noted that as the plot was quite narrow, the majority of the trees seen on the site visit lay outside the plot
- Realistic representations of the streetscene, incorporating all the street furniture, need to be provided in future presentations.

## **5.0 CONSULTATIONS**

### **5.1 Statutory**

LCC Highway Development Control (24.4.12) – The proposal is acceptable subject to conditions regarding completion of off-site highway works; details and provision of cycle spaces; construction traffic parking and cabin location details; restriction of A3 use to restaurant only; and showers to be available to staff.

### **5.2 Non statutory**

Yorkshire Water (1.12.11) – conditions recommended.

LCC Environmental Services (22.11.11) – refuse collection arrangements are acceptable.

LCC Contaminated Land Team (22.11.11) – no objections. Conditions recommended.

LCC Transport Development Services (18.4.12) – a Travel Plan review fee of £2,500 is required.

LCC Flood Risk Management (28.11.11) – details of surface water drainage to be agreed. A condition is recommended.

LCC Conservation (28.11.11) – the scheme is acceptable.

North East CTU (28.11.11) – measures should be incorporated to prevent unauthorised vehicular access to all pedestrian and service areas. The building should be designed to withstand a blast. Ideally, glazing should be laminated and fitted into a blast resistant retention system. Materials should be fixed to prevent flying debris in the event of a blast. Conditions recommended.

Leeds District ALO (29.11.11) – supports the comments of the CTU.

West Yorkshire Ecology – no comment to make.

LCC Environmental Protection Team (6.12.11) – the proposed noise attenuation measures would prevent existing surrounding noise sources from unreasonably affecting the future occupants of the hotel. The impact of the hotel uses will need to be appropriately controlled to ensure surrounding uses are not unacceptably affected. Conditions are recommended.

LCC Highways Development (8.12.11) – the development will generate a large number of trips, a proportion of which will have to be accommodated on the public transport network. A contribution of £43,939 is required.

LCC Sustainability (8.12.11) – conditions are suggested requiring a revised sustainability statement to be submitted with details of low and zero carbon technologies that will be incorporated in the development, and a post construction review to confirm that BREEAM Very Good has been achieved.

LCC Access (13.12.11) – Steps need to be designed with suitable nosings and tactile areas to assist blind or partially sighted people, and handrails placed to assist less mobile people.

Metro (15.12.11) – The development is likely to create additional demand at the bus stop. A new bus shelter and real time information display need to be provided along with associated raised kerbs and clearway markings.

## **6.0 PUBLIC/LOCAL RESPONSE**

6.1 Site notices advertising the application were erected on Portland Way and Calverley Street on 18<sup>th</sup> November 2011. The application was also advertised as a Major development in Leeds Weekly News on 24<sup>th</sup> November.

6.2 Leeds Civic Trust commends the use, scale, form and transport strategy and supports the application. Samples of materials need to be agreed to demonstrate compatibility with neighbouring buildings. It is recommended that further attention be paid to the design of the north-east wall, particularly at ground level.

6.2.1 Response – at the time the report was drafted the applicant had recently proposed the use of a reconstituted stone product for the lower levels of the building. The applicant indicates that the product provides an effective and consistent representation of the natural product; allows effective quality control and dimensional tolerance; enables the maximisation of panel sizes and joint control; has excellent weathering characteristics; enables construction in a tight city centre location; and has been used extensively throughout the UK. Examples in Leeds include 1 City Square, Bridgewater Place and Clarence House. Samples of the product and of the rainscreen cladding are expected to be available for Plans Panel.

6.2.2 The north-east end elevation of the building abuts the proposed new pedestrian route to the new public square. The ground floor of the building would flank the new steps and supporting groundworks such that there is no real opportunity for external changes. At upper levels the end of the corridors is expressed by a vertical line of windows. It is considered that the design of this element of the building is appropriate to its form and respects the relationship with the neighbouring Portland Building.

6.3 Leeds Metropolitan University comment that the plant room needs to be in keeping with the requirements on the Rose Bowl and should be appropriately shielded; that a piecemeal approach to development may compromise pedestrian routes and an overly dense development of the site; that the height of the building exceeds that of the Civic Hall and raises concerns about the University's right to light; clarification is required regarding boundary treatment; and servicing proposals are unclear.

6.3.1 Response – Officers met the University to discuss these issues which are addressed in detail in the Appraisal below.

## 7.0 POLICY

7.1 Applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Regional Spatial Strategy (May 2008) and the Unitary Development Plan Review 2006 (UDPR).

### 7.2 Regional Spatial Strategy

7.2.1 The Regional Spatial Strategy (RSS) sets out the strategic priorities for the region until 2026. A number of the policies in the RSS are relevant to the proposal emphasising the role of Leeds as a regional centre, the need for a quality environment with encouragement to the reuse of previously developed land, and the role of city and town centres as the focus for activity, and with a high quality public realm and well designed buildings (YH1, YH2, YH4).

7.2.2 LCR1 states that the role of Leeds as a regional city should be developed by accommodating significant growth in jobs and homes and continuing to improve the city centre's offer of high order shops and services (A2); supporting the roles of Leeds and Bradford as major engines of the regional economy (B1); connecting disadvantaged communities to job opportunities (B4); and ensuring strategic patterns of development maximise the opportunities to use non car modes of transport and reduce the overall need to travel (D1).

7.2.3 Policy ENV 5 promotes energy efficient buildings. Policy E1 encourages investment in locations where it will have the maximum benefit and secure competitive advantage (B); improve links between job opportunities, skills development, business investment and the needs of excluded communities. Policy E2 indicates that the centres of Regional Cities should be the focus for leisure, entertainment, arts, culture, and tourism across the region (A). Development, environmental enhancements and accessibility improvements should take place to create a distinctive, attractive and vibrant sense of place and identity for each centre (B). Proposals should make use of appropriately located previously developed land (E3).

7.2.4 The Regional Transport Strategy forms part of the RSS. Policy T1 identifies aims for personal travel reduction and modal shift to modes with lower environmental impacts. This ambition is supported by Policy T2 (parking policy) and Policy T3 (public transport). Policy T5 states that access to all main destinations should be improved. Access for all groups in society should be enhanced (B1).

### 7.3 Unitary Development Plan Review

7.3.1 The area forms part of the designated Education Quarter in the adopted Unitary Development Plan Review (UDPR). The main objective of the designation is to facilitate the University's main functional requirements on site, enhance its character and reinforce its distinct sense of place, improve linkages with the rest of the city centre, encourage the provision of extra student housing, and resolve vehicular access and circulation. An enhanced pedestrian route is sought on Calverley Street.

The most relevant UDPR policies are:

- SA1 Protect and enhance the quality of the environment.
- SA2 Encourage development in locations that reduce the need for travel.
- SA7 Promotes the physical and economic regeneration of urban land and buildings.

- SA8 Ensure that all the community have safe and easy access to facilities.  
SA9 Promotes the development of the city centre.
- GP5 Detailed planning considerations to be resolved  
GP7 Planning obligations  
GP11 Development must meet sustainable design principles
- N12 Priorities for urban design
- i Development should create a series of linked and varied spaces defined by buildings and landscape elements
  - ii New buildings should be of good design,
  - iii Developments should respect the character and scale of buildings and the routes that connect them.
  - iv Movement on foot and bicycle should be encouraged.
  - v Developments should assist people to find their way around.
  - vii Design and facilities should reflect the needs of those with restricted mobility.
  - viii Visual interest should be encouraged.
  - ix Development should be designed to reduce the risk of crime.
- N13 All new buildings should be designed to a high quality and have regard to the surroundings. Contemporary design will be welcomed.
- N19 Development within or adjacent to conservation areas should preserve or enhance the character and appearance of the area
- N23 Space around new development should provide a visually attractive setting. Existing features which make a positive contribution should be retained.
- N25 Boundaries of sites and paving materials.
- T2 New development to be adequately served by highways and not to materially add to problems of safety, environment or efficiency on the highway network; be capable of being adequately served by public transport; to make adequate provision for cycling
- T2D Developer contributions where public transport accessibility would otherwise be unacceptable.
- T5 Satisfactory safe and secure access for pedestrians and cyclists.
- T6 Provision for people with mobility problems.
- T7A Cycle parking guidelines.
- R5 Opportunities will be sought to secure appropriate employment and training associated with construction and operation of the development.
- A4 Design of safe and secure environments, including consideration of access arrangements, public space, servicing and maintenance, materials and lighting.

City Centre policies seek to encourage a more vibrant, high quality environment together with enhancement of public spaces with improved access for all. These objectives are expanded in the following policies:

- CC1 Planning obligations in the city centre.
- CC3 Character of the city centre maintained by encouraging good design of buildings and spaces and upgrading the environment.
- CC5 Development in conservation areas or its immediate setting must preserve or enhance the character of the area.
- CC27 Identifies principal use quarters, including the Education Quarter. Proposals for other uses in the quarter will be encouraged which:



- i Service the quarter
- ii Add variety in land use and contribute to the vitality of the city centre.
- iii Support the attractiveness of the area for the principal use.

#### 7.4 Supplementary Planning Guidance, other guidance and emerging policy

7.4.1 Consultation on the Publication Draft of the Core Strategy closed on 12<sup>th</sup> April 2012. The Core Strategy 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.

#### 7.4.2 Public Transport Improvements and Developer Contributions SPD (August 2008)

The SPD identifies the need for, and scale of, developer contributions in order to bring forward required enhancements to strategic public transport infrastructure in accordance with PPG13, and UDPR.

#### 7.4.3 Travel Plans SPD (draft August 2011)

The SPD identifies the requirement for Travel Plans; advises what type of travel plan is appropriate; what they should include; how they shall be delivered; and how they shall be monitored and enforced.

#### 7.4.4 Building Today for Tomorrow – Sustainable Design and Construction SPD (August 2011)

The SPD identifies the sustainable design and construction standards sought in new developments.

#### 7.4.5 SPG 14 Leeds City Centre Urban Design Strategy (September 2000)

The proposed development falls within the Education Study Area 4 of the design guide. The guide refers to the need to retain and enhance spaces; encourages appropriate ancillary uses at all times of the day and to provide active uses in holiday periods; to realise opportunities for increased soft landscape; to enhance pedestrian movement; and to enhance the existing variety of buildings.

#### 7.5 National Policy

7.5.1 Many national planning policy statements including PPS1, PPS4, PPS5 and PPG13 were revoked and replaced by the National Planning Policy Framework (NPPF) on 27<sup>th</sup> March 2012. The NPPF states that unless material considerations indicate otherwise development proposals which accord with the Development Plan should be approved. The framework, which includes guidance regarding building a strong, competitive economy, ensuring the vitality of town centres, promoting sustainable transport, and conserving the historic environment, is a material consideration.

### 8.0 KEY ISSUES

1. Principle of development
2. Building and landscape design
3. Transport
4. Noise
5. Access

## 6. Section 106

### 9.0 APPRAISAL

#### 9.1 Principle of development

9.1.1 The development would involve the sustainable and effective regeneration of a vacant, previously developed, site in the city centre thereby helping to build a strong, competitive economy. The principal use for hotel accommodation, together with restaurant development, would add variety in land use whilst not undermining the principal educational function of the area. It is therefore considered to accord with the objectives identified for the Education Quarter (UDPR policy CC27) and would help to reinforce the vitality of the city centre. The development involves a sustainable approach to transport and also to building construction and management. Consequently, the proposals accord with the development plan and the NPPF and the principle of development is therefore acceptable.

#### 9.2 Building and landscape design

9.2.1 The site is located adjacent to the City Centre Conservation Area and the Civic Hall and also has a strong relationship with important Leeds General Infirmary buildings on the west side of Calverley Street. Consequently, the development must respond positively to this sensitive setting. At the same time, the site forms the southern edge of the more contemporary City Campus with a backdrop of buildings dating from the 1960's to present. The development therefore also needs to integrate with masterplanning concepts for that area whilst ensuring that views from the north, towards the Civic Hall, are of appropriately high quality.

9.2.2 The overall form responds to both its setting and its use. A simple, rectangular block suits both the typical hotel bedroom layout and the arrangement of buildings within the City Campus. The block is set back from both road frontages to respect notional building lines along both Calverley Street and Portland Way. The additional space enables an improved setting to the building and appropriate juxtaposition with neighbouring buildings including the Civic Hall. The corner of the site, which addresses the intersection of Calverley Street and Portland Way, has been designed with a curved form responding to both the street layout and also reflecting familiar building elements such as the end of the LGI Brotherton Wing and the former nurses accommodation opposite. The forwardmost part of the building would be constructed with a true curve rather than being faceted, responding to Plans Panel's earlier comments on this issue.

9.2.3 The height of the main building is commensurate with the Civic Hall, the main body of the hotel building being almost equivalent in height to the ridge level of the Civic Hall. Rising levels towards the north, together with much larger Leeds Metropolitan University buildings to the north-east, are reflected by the introduction of a stepped form at the highest levels of the building with two shortened bedroom floors and plant area added. Projecting capping emphasises the vertical extent of the main building whilst accentuating the set-back to these top floors.

9.2.4 The dominant building material in key views of the site is Portland Stone. As noted by Plans Panel and Leeds Civic Trust it is critical that the building material is high quality and is compatible with neighbouring buildings. It is now proposed to utilise reconstituted Portland stone as the primary external facing material around the entirety of the building. The applicant comments that the material has been used extensively around the UK and Europe and that it provides effective representation

of the natural material; allows effective quality control and consistency of finish; enables the maximisation of panel sizes and joint control; has excellent weathering characteristics; and permits ease of construction thereby ensuring deliverability. Officers consider that the principle of such a material is acceptable subject to the provision of appropriate samples confirming its compatibility with the Portland Stone of the Civic Hall, together with assurances regarding the weathering properties of the material. The uppermost levels of the building would be faced in a dark grey metal rainscreen material in a language comparable to that used on the LGI. In a similar way to the Rose Bowl, large stone panels will simply enclose areas of glazing in deep recesses thereby deferring to the more intricate detailing of the Civic Hall.

9.2.5 The development successfully responds to its context in scale, form and materiality. In doing so it delivers a well-designed contemporary building whilst preserving the setting of the neighbouring conservation area and listed buildings. Consequently, the building accords with UDPR policies N12, N13, N19, CC3 and CC5.

9.2.6 The position of the building complements the indicative McAslan masterplan for the wider City Campus site. In particular, the scheme secures the termination of the new pedestrian route from Portland Way to the new public square at the heart of the City Campus development. The north-west elevation of the building would be inset 5.5 metres from the boundary with the remaining vacant land to the north. Whilst there are no current proposals for this land, development in that area would need to take account of its relationship with the hotel in terms of scale, form, location and use. The location of the building is such that the pedestrian footway around the site would be widened by up to 4 metres through the removal of the existing boundary wall and replacement and extension of the pavement area back to landscaping around the new building.

9.2.7 The scheme involves the loss of 6 trees. A total 20 new trees would be provided around the periphery of the site. 5 *Pyrus chalcidolepis* (pear) are identified along Portland Way as a line of new street trees to reinforce those outside the Rose Bowl and Leeds Met union buildings. 3 *Sorbus commixtra* (rowan) are proposed close to the curved end of the building relating to existing trees along Calverley Street. 9 *Alnus cordata* (alder) are indicated along the north-western boundary of the site producing a new soft edge to this side of the site. 3 *Liquidambar styraciflua* (gum) are identified on the boundary with the Leeds Metropolitan University. Shrub beds are also proposed around the periphery of the site to enhance the setting of the building. It is considered that the tree loss is acceptably mitigated by the new planting proposals and improvements to connectivity and public realm.

### 9.3 Transport

9.3.1 The site is located in a highly sustainable city centre location. The development is supported by an agreed Travel Plan which promotes the use of alternative and more sustainable modes of travel to the car and seeks to reduce the impact of those journeys made by car. Improvements will be made to existing footways and the development will assist in the delivery of the new pedestrian route through the City Campus. The development will incorporate cycle parking for both staff and guests. The existing bus stop on Portland Way will be enhanced with the addition of a new bus shelter and the provision of real-time information screen.

9.3.2 No on-site parking is proposed. Visitors would be able to use a number of off-street car parks located close-by including the Rose Bowl car park on the opposite side of Portland Way. A new lay-bay will be provided on Portland Way directly outside the hotel incorporating a taxi rank for 4 taxis and also space for drop-off and pick-up.

Delivery vehicles would park on Calverley Street in the space vacated by the existing taxi rank. Consequently, there should be no obstruction to the highway by vehicles making short stops. It is considered that the proposed transport arrangements are acceptable and would accord with UDPR policies SA2, GP5 and T2.

#### 9.4 Noise

9.4.1 The application was accompanied by a noise impact assessment which recognised local noise sources including road traffic noise, noise from the LGI including ambulances and the helicopter, and from the O2 academy. To attenuate the noise, guest rooms will have sealed glazing and a ducted heating, ventilation and air conditioning system in order to create acceptable conditions for the room occupants. The need for these systems, together with the utilisation of air source heat pumps to provide renewable energy, necessitates the roof top plant area on the building.

#### 9.5 Access

9.5.1 Although there is no on-site dedicated car parking the Rose Bowl car park provides nearby facilities for disabled car parking. Alternatively, the proposed lay-by directly outside the hotel will enable convenient access into the hotel and restaurant.

9.5.2 The challenging levels around the site have been mitigated by wide external steps, broken with planting beds and retaining structures to create a series of access points leading to a level walkway to the main hotel entrance which, itself, will have automatically operated doors

9.5.3 Within the hotel, corridor, door widths and lift design will accord with current standards. 10 of the bedrooms will be designed as universal access rooms and an accessible WC will also be provided at ground floor level. Consequently, the development as a whole will be designed to meet current accessibility standards.

#### 9.6 Section 106

9.6.1 A draft section 106 agreement has been prepared. The agreement includes the following:

- Public transport contribution £43,939
- Implementation of Travel Plan and evaluation fee £2,500
- Employment and training initiatives
- Section 106 management fee £750

9.6.2 The section 106 obligations are compliant with the Community Infrastructure Levy Regulations 2010 Statutory Tests.

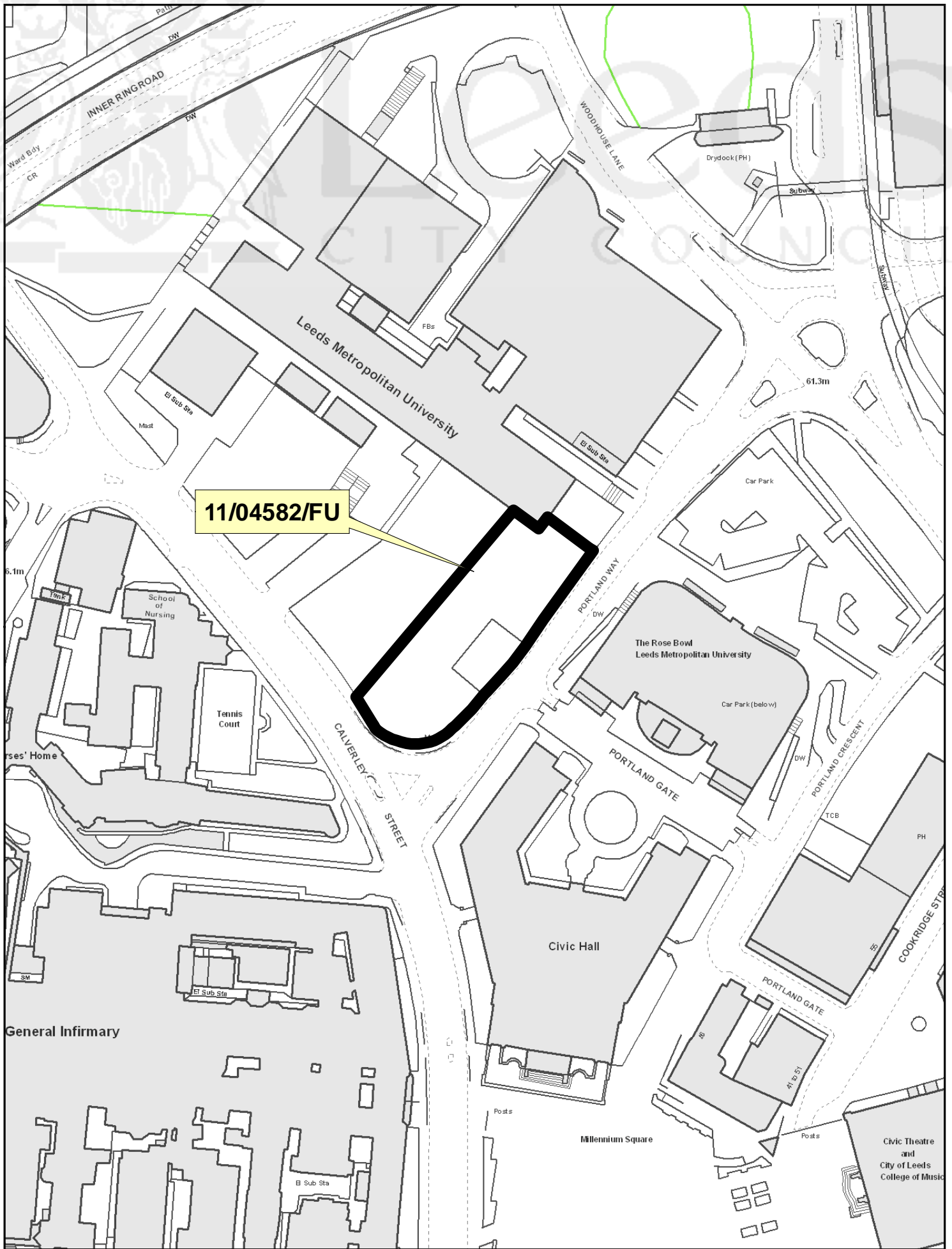
#### 9.7 Conclusion

9.6.1 The proposed development responds well to its context, with regard to the scale and form of surrounding buildings, the grain of the area, and also the emerging city campus development. It brings forward a high quality new sustainable building with suitable hard and soft landscaped areas in a prominent city centre location. In doing so, it also helps to identify and reinforce suitable principles for the development of the adjacent vacant site. The proposals accord with the development plan and accordingly the application is recommended for approval subject to appropriate conditions and the completion of a Section 106 agreement.

Background papers

PREAPP/11/00613  
11/04582/FU

Notice served on Simon Marshall and George Tyson



# CITY CENTRE PLANS PANEL

