



Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 11 APRIL 2013

Subject: PRE-APPLICATION PRESENTATION - An update presentation for alterations and amendments to the approved Eastgate and Harewood Quarter Development scheme, at Land bounded By New York Road (Inner Ring Road A64) To The North, Bridge Street And Millgarth Street To The East, George Street And Dyer Street To The South And Vicar Lane And Harewood Street To The West, Leeds, LS2. (PREAPP/10/00300)

Electoral Wards Affected:

City & Hunslet

No

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: This report is brought to Plans Panel for information. The Developer will present the latest details of the scheme including the approach to the employment and training strategy to allow members to consider and comment on the proposals.

1.0 INTRODUCTION:

- 1.1 The Developer has requested to return to City Plans Panel to present a further update with regard to the progression of some of the detailed reserved matters of the approved Outline scheme for the development of the Eastgate and Harewood Quarter. This is brought to allow Members to consider and comment on how the scheme is progressing. Particular focus will be given on the details of the proposed first phase of the development and the employment and training strategy.
- 1.2 Members will recall that the original scheme was submitted as an Outline Application for a major redevelopment, including demolition, involving mixed use to provide retail stores, restaurants, bars and offices (A1, A2, A3, A4, A5 and B1 Use Classes), gym use (D2 Use Class), medical centre, crèche, multi-faith prayer room (D1 Use

Classes), changing places toilet facilities; with new squares and public realm, landscaping, car parking and associated highway works. Members resolved to grant outline planning permission on the 7 July 2011.

- 1.3 Members will also recall that a Section 73 Application for amendments to the mix of uses, to change the approved Gym Use (D2) to a larger scale Leisure Use (D2) and to introduce Casino Use (Sui Generis), was brought to Plans Panel, on 27 September 2012, where Members resolved to grant outline planning permission.
- 1.4 The Developer subsequently presented to Members at Plans Panel on 13 December 2012 focusing on amendments to the layout to Phase 1, integration, public realm provision and connectivity, the creation of two new east-west arcades, car parking provision and an initial image of the proposed design for the John Lewis building. Member's comments are noted below in Section 5.3 and in the full Plans Panel Minutes for this item at Appendix 1.

2.0 PROPOSAL:

- 2.1 The presentation will inform Members how the Developer proposes to layout and detail the buildings and spaces in Phase 1 of the development. Phase 1 will comprise the area of the site to the south of Eastgate, covering the Union Street car park to George Street to its south, as well as spanning from Vicar Lane and Harewood Street to the west, across to Millgarth Street to the East. The future plans for the development of the Millgarth Police Station site to the east will also be explored as part of this presentation. On the Millgarth Police Station site a multi storey car park is proposed. The details of John Lewis building would be submitted, subject to Member's comments, as a Reserved Matters planning application and the Harewood buildings and the multi storey car park would be submitted as two separate full planning applications.
- 2.2 The development team has further examined the design principles to be applied and how the elevations of the Harewood and John Lewis buildings will be treated, as well as the layout and connectivity around and through the site, the public realm and landscaping provision and the car parking provision.
- 2.3 The Developer continues to aim to produce a high quality regenerative development. The proposed attributes of the scheme aim to ensure its effective integration into the City Centre, creating an extended, enhancement to the Prime Shopping Quarter, with strong physical and character links to both Kirkgate Market and the Victoria Quarter. The proposed refinements and details would allow the development proposal to make better use of the available space on the Phase 1 part of the site, whilst improving connections in, through and around the scheme.

3.0 SITE AND SURROUNDINGS:

- 3.1 The application site extends to approximately 6.9 hectares in size and forms the north east quadrant of Leeds City Centre. It is defined by New York Road (Inner Ring Road A58M/A64M) to the north, Bridge Street to the east, George Street and Dyer Street to the south and Harewood Street and Vicar Lane to the west. Millgarth Police Station, Millennium Fountain (former Appleyards petrol filling station) and the Ladybeck Close area are all now excluded from the amended proposals site boundary. Ground levels

fall by approximately 14m from the north west (former ABC site) to the south east corner (bus station) of the site.

- 3.2 The site contains a varied mix of property and land uses. However, a significant land use is surface car parking (2.26 hectares). Lady Lane, Edward Street, Union Street, Templar Street, Templar Lane and on-street car parking accounts for approximately 1080 surface parking spaces. Existing buildings on site are commonly three or four storeys in height, typically retail (A1) or food and drink (A3 and A4) uses at ground floor level and mainly office (B1) or residential uses above. However, an increased number of these existing buildings have become vacant since the permission was granted for the previous original outline scheme in August 2007.
- 3.3 North central segment
Saxon Hawke House (Lyon Works) is a former clothing factory constructed in 3 phases between 1914 (northern end adjacent to Templar Street) and 1937 (southern end adjacent to Lady Lane). To the west of Templar Lane, Templar House is a Grade II Listed Building constructed as a chapel in 1840. The building has been unoccupied for some time and is in a very poor structural condition with no remaining internal features of interest. To the south, 34 Lady Lane is one of the few buildings on the site dating from before 1900 although it was remodelled in the 1930's. The building is encompassed within the northern Eastgate terrace.
- 3.4 North west segment
The north-western frontage of the site abuts Vicar Lane. The former ABC cinema was demolished during 2006. Templar Hotel, at the junction with Templar Street, is a mid-late 19th Century building used as a public house. 100-104 Vicar Lane originally formed part of the West Yorkshire Bus Station but is now in a variety of commercial uses.
- 3.5 Central spine and southern segment
In 1924 a scheme to demolish the properties on the north side of the Headrow to create a new, grand, street running from the Town Hall to Mabgate Circus was agreed. In order to achieve a unifying theme, Sir Reginald Blomfield was appointed to design the buildings that would face onto the new street. 90-94 Vicar Lane is located at the junction with Eastgate. The building is grade II listed and is one of the four similar corner blocks (only 3 were completed) at this junction designed by Blomfield. However, few of the buildings within Eastgate were ultimately designed by Blomfield.
- 3.6 1-5 Eastgate forms part of the same block as 90-94 Vicar Lane. The building is a post-war interpretation of its neighbour. The northern Eastgate terrace (7-31 Eastgate) is situated to the east of this block beyond a staircase leading down to Lady Lane and Edward Street. The terrace, stepping down from west to east, is 130m in length. 7-27 (1953) Eastgate generally follows the outline plan and is clearly inspired by Blomfield. 29-31 Eastgate (1930-33) was designed by Blomfield.
- 3.7 The terrace on the southern side of Eastgate is a similar length and height to that on the northern side. The majority of the run (10-42 Eastgate) dates from the late 1950's. 44-46 Eastgate, the southern 'bookend' is similar to its northern counterpart. To the south eastern end of the site is the Millgarth Police Station site. This is largely covered by a 1970s red brick building, which has housed the Police services here since 1976. The culverted Lady Beck runs north to south under the site. Beyond the open car parks and the police headquarters, part of Leeds Central Bus Station is located within the application site boundary.

3.8 The Millennium Fountain, whilst outside the demise of the current proposal, is of importance still and is located within a Blomfield designed building located at the intersection of Eastgate (west), Eastgate (north-east) and St Peter's Street. The grade II listed building was constructed as a petrol station in 1932. The surrounding railings were listed grade II as having group value as part of the composition with the filling station.

4.0 RELEVANT PLANNING HISTORY:

4.1 The original outline planning permission for the previous Eastgate and Harewood Quarter Development scheme (06/03333/OT) was granted consent on 24th August 2007 and permission was extended on 9 July 2010 (10/01477/EXT).

4.2 Subsequently a revised scheme was submitted under outline planning application 11/0100/OT for major redevelopment, including demolition, involving mixed use to provide retail stores, restaurants, bars and offices (A1, A2, A3, A4, A5 and B1 Use Classes), gym (D2 Use Class), medical centre, crèche, multi-faith prayer room (D1 Use Classes), changing places toilet facilities, with new squares and public realm, landscaping, car parking and associated highway works, at the Eastgate And Harewood Quarter, Leeds, LS2 . This was approved on 6 September 2011 A Non Material Amendment planning reference 12/9/00055/MOD to amend the description to refer to leisure use (D2 use class) instead of gym (D2 use class) was approved on 4 April 2012.

4.3 A subsequent Section 73, Variation of Condition application, planning reference 12/03002/OT, was submitted seeking the variation of condition 3 of planning permission 11/01000/OT to allow for Leisure Use (D2 use class) and Casino Use (sui generis) as part of a retail-led mixed use development. This application was approved on 30 October 2012. A Non Material Amendment planning reference 12/9/00098/MOD to amend the description to add in Casino Use (Sui Generis) was also submitted in parallel to the Variation of Condition application (12/03002/OT) and this was approved on 2 October 2012.

4.4 Other applications of relevance are:

4.5 11/01003/LI - Listed Building Application for works to renovate and repair external fabric of Templar House, at Templar House, Lady Lane was approved on 21 July 2011.

4.6 09/05538/LI - Listed building application for the demolition of the railings at the former Appleyards Filling Station. Following referral to the Secretary of State this application was granted a five year consent on 31 March 2010 subject to conditions requiring the railings be repaired and reused within the Eastgate and Harewood Quarter development.

4.7 09/04368/LI – A Listed building application to repair and renovate the external fabric of Templar House, Lady Lane was approved 2 December 2009.

4.8 11/01194/FU – An application for the demolition of all buildings and the erection of a Low Carbon Energy Centre, primary substation, transformers and a gas meter unit; and associated landscaping, means of enclosure and highway works including the realignment of Ladybeck Close, was approved on 14 July 2011.

- 4.9 11/02884/FU – An application for part demolition of school, construction of new church, with youth hall, meeting rooms, cafe and toilets, including extension of part of remaining school to form crèche, kindergarten, auditorium, games room, teaching rooms, meeting rooms, offices and kitchen, with car parking and landscaping and laying out of new access, at the Agnes Stewart site, was approved on 5 October 2011.
- 4.10 07/02508/FU – Permission was granted for the laying out of access road and erection of new auditorium and youth hall, with new car parking area to form church and community facilities for the relocation of the Bridge Street Pentecostal Church to the Agnes Stewart school site on 29 June 2010.
- 4.11 Whilst not strictly part of the planning history, it should be noted that on 19th April 2006 Executive Board authorised the making of a Compulsory Purchase Order (CPO). The Leeds City Council (Eastgate and Harewood Quarter, Leeds) Compulsory Purchase Order 2007 was subsequently made on 18th April 2007. The Public Inquiry into the CPO took place between November 2007 and February 2008. The CPO was confirmed by the Secretary of State for Communities and Local Government in June 2008 and the associated Stopping Up Order for the original consented scheme was confirmed by the Secretary of State for Transport in July 2008. The CPO has been implemented by way of notices to treat served on the 7th of April 2011. Accordingly, the site assembly process to enable the proposal to be implemented (if planning permission is granted) is well advanced.

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 The original outline application was brought back to Plans Panel for determination on 7 July 2011 where Members resolved to grant outline planning permission. The application was subsequently approved, following completion of the Section 106 Legal Agreement, on 6 September 2011.
- 5.2 The scheme returned to Plans Panel on 27 September 2012 with a Section 73 Outline Planning Application to vary Condition 3 and a Non Material Amendment submission to alter the description, such that a new use, Casino Use (Sui Generis) could be introduced, and the approved Gym Use (D2) could be amended to a broader Leisure Use (D2) with a potentially large floor space. Members resolved to grant outline planning permission at this Panel. The application was subsequently approved, following completion of the Section 106 Legal Agreement, on 30 October 2012.
- 5.3 An update presentation was given to Members at the City Plans Panel on 13 December 2012. The presentation focused on amendments to the layout to Phase 1 such that routes through and around the scheme become more permeable whilst making effective use of the land, the integration of the scheme in to the wider City Centre, the public realm provision and connectivity, the creation of two new arcades running east –west across the site from Harewood Street to the proposed Blomfield Street and car parking provision. Members made the following comments:
- that the detail of the John Lewis store had changed since the original planning permission had been granted; whether because of this there would now be the need for a bridge over Eastgate and how this change would affect the power

generation plant off Bridge Street which had been approved

- the arcaded part of the scheme to the north of Eastgate and whether this remained part of the proposals
- that the original scheme was to create a new quarter whilst retaining much of what was there to enable a flow through from the Trinity scheme, however this did not now seem to be the case
- the need for details on achieving a safe transition to the development from the Victoria Quarter
- the design of the John Lewis building and whether it would look at odds with the Blomfield architecture which dominated this part of the city
- the need for the treatment of the John Lewis store to be consistent all the way round and not, as in the case of the Leicester store to have bland and functional rear elevations to the car park and highways
- that the demolition of Millgarth Police Station was welcomed but that there was a need to consider a similar treatment for the car park as would be on the John Lewis façade; that this was a very important issue and that despite its use, the car park should not look like one. As the site was a key gateway into the city it was important that the scheme was met by something which befitted the city and that in view of the likely cost of the John Lewis building, a poor quality car park would not be accepted
- the need to ensure there was no queuing traffic from the car park and that the exit was situated opposite the coach station on Dyer Street with concerns about whether there was sufficient capacity on that street
- that expectations for this development were high and that for many people, car parks were dark and unattractive but that for this scheme something much better had to be produced and that it would set the standard of how multi-storey car parks should look and that strategically, this was very important
- the possibility of integrating the car park into the store at basement level and the success of the Selfridges basement car park on Oxford Street, London
- that the availability of the Millgarth site could provide an opportunity to redesign the building, rather than simply bolting on the car park.

6.0 POLICY BACKGROUND:

6.1 National Planning Policy Framework (NPPF)

The National Planning Policy Framework 2012 (NPPF) was adopted in March 2012 and sets out the Government's planning policies and how they expect them to be applied. This national planning policy document is likely to be of relevance in considering the schemes proposed progression. The NPPF advocates a presumption in favour of sustainable development, and a “centres first” approach to main town centre uses such as retail. The document also promotes economic growth in order to create jobs and prosperity. This new high quality, mixed use, retail led, quarter would help consolidate Leeds City Centre’s role as the economic driver of the Yorkshire

region, and the focus for investment in highly skilled and competitive businesses, as advocated by the emerging Core Strategy (see section 6.4 below).

6.2 Development Plan

Unitary Development Plan (Review 2006) (UDPR) relevant policies are summarised in Appendix 1.

Eastgate and Harewood Supplementary Planning Document (October 2005)

This supplementary planning document (SPD) was prepared to supplement the guidance in the adopted UDPR for the Eastgate and Harewood Quarter. The objectives of the SPD are:

- To guide the comprehensive redevelopment of the site and regeneration opportunity, to ensure any development proposals are sustainable and maximise benefits to the city and local community

Public Transport Improvements and Developer Contributions (July 2008)

This supplementary planning document states that developments that have a significant local travel impact will be subject to a requirement for paying a contribution towards public transport improvements.

Tall Buildings Design Guide (April 2010)

This SPD provides guidance as to where tall buildings should and should not be built. The document highlights the importance of design and urban design and seeks to protect the best elements already established within the city.

Travel Plans (Draft May 2007)

This SPD provides guidance on thresholds for when a Travel Plan is required, and what kind of detail, objective and targets it should contain. Although not yet formally adopted this SPD is in regular use and its approach concurs with that of the Department for Transport's guidance on Travel Plans.

Leeds - City Centre Urban Design Strategy (CCUDS): Improving Our Streets, Spaces and Buildings (urban design principles based on the distinctive qualities of Leeds City Centre).

The application site falls within the Retail and Entertainment Area (Study Area 2) of the City Centre Design Guide. Pages 78-79 of the Design Guide highlight the aspirations and issues for the area. Some relevant key aspirations and are highlighted as follows:

- Realise potential for redevelopment of temporary car park areas
- Retain and enhance the mixture of new and old buildings
- Improve links to other Quarters
- Preserve and enhance fine grain
- Retain and enhance the existing character if strong street frontages
- Preserve and enhance the quality of priority and permeability for the pedestrian
- Preserve and enhance views
- Provide and enhance spaces
- Encourage lively activity and discourage perceived privatisation of shopping streets
- Improve clear edges

- Consolidate shopping as a main attraction
- Preserve and enhance the matrix of north-south streets and east-west yards and arcades

6.3 In addition applicable strategic guidance is provided in the form of the Leeds Growth Strategy – Getting Leeds Working. This is a statement of intent about the opportunities and priorities the city will pursue to deliver growth and get Leeds working to its fullest capacity. Further planning guidance is given in the Supplementary Planning Documents the Leeds City Centre Urban Design Strategy (September 2000), Eastgate and Harewood Supplementary Planning Document (October 2005), Public Transport Improvements and Developer Contributions (July 2008), the draft Travel Plans (September 2012) and Tall Buildings Design Guide (April 2010).

6.4 Emerging Policy

6.5 The Submission Draft of 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. The Core Strategy is to be submitted to the Secretary of State for independent examination in April 2013. In line with the NPPF the Council may attach some weight to the document and its contents.

6.6 Within the context of 'Place making' and the focus of Spatial Policies 2 & 3 upon a strategy of 'centres first', detailed Core Strategy policies are also set out, to designate Town & Local Centres and appropriate uses within them. Policies P1, P2, P3, P4, P5 and P6, set out the approach in planning for shopping development (including the creation of new centres, in appropriate circumstances, linked to regeneration and longer term opportunities for growth). Integral to this overall approach, is the desire to safeguard, enhance and develop the role of Leeds City Centre as the primary destination for major retail, commercial, leisure and cultural development. This also recognises its key role at the heart of the strategic transport hub (including Leeds City station and interchange facilities). Within this context, it is critically important to ensure that major investment opportunities (including major retail development at Eastgate) within the City Centre, are secured as a priority.

6.7 It is noted that from the 27th March 2013 the policies in the development plan must accord with the NPPF. Whilst the Core Strategy is at an advanced stage it is intended to carry forward a number of the UDPR policies which are in conformity with the NPPF.

7.0 **PROPOSALS:**

7.1 The presentation now brought to Members focuses on the following key areas:

7.2 Arcades

In reconsidering the manner in which the scheme is laid out for Phase 1 the Developer is seeking to create two new contemporary arcades running east-west across the site from a main entrance off Harewood Street to the proposed Blomfield Street, which would front onto the anchor (John Lewis) store's west facing elevation. These new arcades would continue the tradition of east-west facing arcades that pervades across Leeds City Centre and would strengthen the linking of the scheme to Vicar Lane and the Victoria Quarter beyond. There would also be the possibility of

narrower north-south routes through the arcades providing further linkages between Eastgate with George Street and Kirkgate Market beyond. These would be contemporary arcades with glazed roofs, but would echo and reflect some of the principles of the existing historic arcades across Leeds City Centre. The entrance to the arcades from Harewood Street would be via a defined 'gateway' incorporating feature columns to provide visual presence. Part of the area to Blomfield Street between the proposed arcades and the John Lewis building would also be enclosed by a glass roof and glazed walls, with doors, to the north and south of the enclosed space. The aim is to further integrate the scheme into the existing City Centre's urban character and grain by introducing these design elements.

7.3 What are Members' thoughts on the acceptability of the introduction of new covered arcades, their entrances, location and layout, and the covered space on the proposed Blomfield Street?

7.4 Harewood Buildings Facades

The arcades are fronted by blocks that face onto Harewood Street, Eastgate, George Street and Blomfield Street. These blocks provide opportunities for active shopfronts not only to the arcades but facing onto these adjoining streets as well. The blocks rise above the active ground floors frontages and would be varying heights depending on the type of use proposed at ground and upper floors. With regard to the elevational treatment the proposal aims to provide a contemporary and complimentary backdrop to the proposed John Lewis store, whilst picking up accents and key character references from the adjacent street scene, including the use of natural materials such as brick, with particular note taken of the detailing and rhythms of the Blomfield terrace to the north of Eastgate.

7.5 What are Members' thoughts on the design approach to the facades, including the location and extent of active frontage, of the Harewood buildings to George Street and Eastgate and wrapping the corners of Harewood Street and Blomfield Street?

7.4 John Lewis Design

The John Lewis building is proposed to be a new iconic building for Leeds, of very high quality design, stature and materiality. The building would stand some 8 storeys in height including an active roof space. The façade is to be a sculptural wrap in the form of a diagrid. The diamond shaped frames of this diagrid are proposed to be in white Terracotta with a variety of clear glazed or decoratively patterned Terracotta infill panels within the diamond shapes. Due to the fall of the land in this location part of the ground floor level of the store would be elevated above street level. As a result the proposal is to ground the building on plinth, to add an element of visual interest in those areas where it is not possible to have active frontage directly on the street. However, active frontage with views into the store and/or of dressed display areas will be provided where possible.

It is proposed to position a west facing signage zone (currently indicated to be some 4 metres in height and approximately 17 metres in length) on the roof top of the John Lewis Building, which would be viewed against the sky. It is acknowledged that it is important for the John Lewis building to be visible and details of the potential signage strategy will be shown at Plans Panel for consideration.

There is a proposal to delay the provision of the Eastgate customer entrance until Phase 2 comes forward. Instead it is proposed that this entrance be an escape route for the duration of Phase 1. As such there would be no direct pedestrian route into the building from Eastgate and this is of concern to Officers. The detailing of the appearance of such an escape route has yet to be fully explored.

7.5 What are Members' thoughts on the design approach to the facades, including the levels of active frontage, of the John Lewis building, the nature and visibility of the John Lewis west facing signage zone, and the proposed delayed provision of a customer entrance to the John Lewis store from Eastgate?

7.8 Car Park Design

The car park is proposed to be positioned adjacent to the John Lewis store, on the site soon to be vacated by Millgarth Police Station. The proposed car parking numbers have increased from around 660 to approximately 800 to 874 spaces resulting in an increase in the height of the car park by one storey. Due to the proposed location of the car park there would be a requirement to realign the New Generation Transport (NGT) such that it would be moved from Millgarth Street to a position along the line of the culverted beck running under the Millgarth Police Station site. As a result a section of temporary removable car decks is proposed over the area where NGT is to run, which can be taken out quickly for the introduction of NGT or should access to the culverted beck be required. Visually the car park facade will take the form of straight and twisted metal fins that will be shaped such that they 'ghost' the diagrid pattern of the John Lewis façade.

7.9 What are Members' thoughts on the acceptability of the proposals for car park in respect of its height, layout, access and egress arrangements, façade treatment and proposals for addressing the future need to accommodate part of the City Centre NGT loop?

7.10 Employment and Training Strategy

The Developer has defined their central approach to employment and training as being one of working in partnership with the public sector, community organisations, employment agencies, local schools, universities and employers. They state that their strategy focuses on the delivery of employment and skills opportunities and development, to allow the proposal to contribute to the economic growth of Leeds.

Via this partnership approach they would aim to develop an employment and training plan for Leeds focusing on the positive employment impacts the Eastgate and Harewood scheme will be able to bring to the City and its residents and targeting geographical areas of Leeds which are identified by the Council's Employment and Skills Section as being currently subject to high unemployment and with particular training needs. The Developer state that community engagement is of high importance to them and they aim to work in a collaborative and long term manner with local communities to meet local priorities and needs. The manner in which they would propose to do this would be via a range of activities such as information days, job websites, recruitment fairs and school programmes.

7.11 Do Members have any comments to make with regard to the Developer's approach to employment and training?

8.0 ISSUES:

In summary Members are asked to consider and provide feedback as follows:

- 1. What are Members' thoughts on the acceptability of the introduction of new covered arcades, their entrances, location and layout, and the covered space on the proposed Blomfield Street?**
- 2. What are Members' thoughts on the design approach to the facades, including the location and extent of active frontage, of the Harewood buildings to George Street and Eastgate and wrapping the corners of Harewood Street and Blomfield Street?**
- 3. What are Members' thoughts on the design approach to the facades, including the levels of active frontage, of the John Lewis building, the nature and visibility of the John Lewis west facing signage zone, and the proposed delayed provision of a customer entrance to the John Lewis store from Eastgate?**
- 4. What are Members' thoughts on the acceptability of the proposals for car park in respect of its height, layout, access and egress arrangements, façade treatment and proposals for addressing the future need to accommodate part of the City Centre NGT loop?**
- 5. Do Members have any comments to make with regard to the Developer's approach to employment and training?**
- 6. Are there any other issues which Members would like to raise?**

Background Papers:

Planning Application 06/03333/OT
Listed Building Application 06/03334/LI
Listed Building Application 09/05538/LI
Listed Building Application 09/04368/LI
Non Material Amendment 09/9/00291/MOD
PREAPP/10/00300
Planning Application 10/01477/FU
Planning Application 11/01000/OT
Planning Application 11/01003/LI
Planning Application 11/01194/FU

APPENDIX 1: LEEDS UNITARY DEVELOPMENT PLAN REVIEW
2006 POLICIES – PREAPP/10/00300

SA1 aims to secure the highest possible quality of the environment
SA2 encourages development in location that will reduce the need to travel and promote the use of public transport and other sustainable modes of transport.

SA4 promotes and strengthens the economic base of Leeds by identification of a balanced range of sites for development

SA5 seeks to ensure that a wide range of shops is available in locations to which all sections of the community have access by a choice of means of transport

SA6 encourages the provision of facilities for leisure activities

SA7 promotes the physical and economic regeneration of urban land and buildings within the urban areas

SA8 seeks to ensure that all sections of the community have safe and easy access to housing, employment, shops and other facilities by maintaining and enhancing the current levels of provision in appropriate locations

SA9 supports the aspiration of Leeds to become one of the principal cities of Europe, maintaining and enhancing the distinctive character which the centre already possesses”.

SP3 states that new development will be concentrated largely within the main urban areas on sites well served by public transport in order to maximise the potential of existing infrastructure.

SP7 identifies that priority be given to the maintenance and enhancement of the city centre

SP8 looks at the role of the city centre and explains that it will be enhanced by:

1. a planned approach to the expansion of Centre uses within a defined City Centre boundary;
2. an environmental strategy concerned with improving urban design, and provision and enhancement of linked greenspaces;
3. transport improvements within the Council’s Transport Strategy;
4. provision for primary land-use activities;
5. a broad land use approach involving mixed uses within a” Quarters philosophy”.

SG4 ensures that development is consistent with the principles of sustainable development

GP5 indicates that development proposals must resolve detailed planning considerations

GP11 requires that where appropriate the development must meet sustainable design principles.

GP12 states that a sustainability assessment will be required to accompany the submission of all applications for major developments.

Urban Design

N12 Proposals for development should respect the following

fundamental priorities for urban design:

- Spaces between buildings are of considerable importance. Development should create a series of linked and varied spaces that are defined by buildings and landscape elements;
- The best buildings of the past should be retained. New buildings should be of good design in their own right as well as good neighbours;
- New developments should respect the character and scale of buildings and the routes that connect them;
- Movement on foot and on bicycle should be encouraged;
- Developments should assist people to find their way around with ease;
- Developments should, where possible, be adaptable for other future uses;
- Design and inclusion of facilities should reflect the needs of elderly people and of people with disabilities and restricted mobility;
- Visual interest should be encouraged throughout;
- Development should be designed so as to reduce the risk of crime”.

Paragraph 5.3.4 provides supporting text to Policy N12 and states that in the larger urban areas the townscape should include visual reference points to help people find their way around, including landmarks, visual corridors, and changes of character.

N13 states that: "The design of all new buildings should be of high quality and have regard to the character and appearance of their surroundings. Good contemporary design which is sympathetic or complimentary to its setting will be welcomed”.

N23 incidental open space around development should provide a visually attractive setting for the development and where appropriate contribute to informal public recreation.

N38A Development should not increase the risk of flooding

N38B states that planning applications should be accompanied by flood risk assessments where consultations have identified the need for such assessments

N39A Development likely to significantly increase run-off of surface water should demonstrate consideration of SUDs.

N39B the re-opening of culverts will be actively promoted

N51 encourages new development to enhance existing wildlife habitats and provide new areas for wildlife where opportunities arise
BD2 states that the design and siting of new buildings should complement and, where possible, enhance existing vistas, skylines and landmarks.

BD5 states that: "All new buildings should be designed and the consideration given to both their own amenity and that of their surroundings. They should include usable space, privacy and satisfactory penetration of daylight and sunlight”.

BD15 encourages public art.

Transport

T2 New development should normally:

1. be served adequately by existing or programmed highways or by improvements to the highway network, and will not create or materially add to problems of safety, environment or efficiency on the highway network; and
2. be capable of being adequately served by public transport and taxi services;
3. make adequate provision for easy, safe and secure cycle use and parking;
4. in the case of residential development, be within convenient walking distance of local facilities and does not create problems of personal accessibility”.

T2B indicates that all developments likely to create significant travel

demand should be accompanied by a transport assessment

T2C states that all planning applications which are significant

generators of travel demand should be accompanied by a travel plan

T2D where public transport accessibility to a proposal would

otherwise be unacceptable the Council will seek Developer

contributions.

T5 requires safe and secure access for pedestrians and cyclists

T6 requires satisfactory access and provision for disabled

people

T7 promotes development and maintenance of new cycle routes

T7A identifies cycle parking guidelines (A9C)

T7B identifies motorcycle parking guidelines (A9D)

T9 encourages an effective public transport service

T13 protects Supertram/NGT routes

T15 measures giving priority to bus movements will be supported

T24 identifies parking requirements within Volume 2 (Appendix A9A, A9B)

T26 supports short stay car parking in the city centre core parking area

T28 manages the growth of long-stay commuter car parking (A9B)

CCP1 refers to parking guidelines for city centre office development

Economy

E14 indicates that the city centre will remain the principal location for new prime office development

Shopping

S1 of the UDP identifies the role of the City Centre. It states that the City Centre as the regional shopping centre will be promoted which

will be achieved by:

1. Consolidating retailing within a defined shopping Quarter;
2. Identification of separate locations suitable for major retail development;
3. A comprehensive strategy for environmental improvement; and
4. A strategy for improving the transport system and parking;

Urban regeneration

R3 supports the use of compulsory purchase to achieve regeneration benefits

R5 seeks to secure employment and training associated with construction and subsequent use

Access

A4 development should be designed to ensure a safe and secure environment including consideration of access arrangements and treatment of public areas

Waste

WM3 indicates that measures to reduce and re-use waste during construction will be required

Conservation Areas and Listed Buildings

BC7 states that development within Conservation Areas will normally be required to be in traditional local materials.

N17 promotes the preservation of features which contribute to the character of a listed building.

Archaeology

N29 protects archaeological remains from development

ARC4 presumes against development on nationally important remains

ARC5 requirement for evaluation to inform planning decisions

ARC6 requirement for investigation and recording

Landscape

LD1 identifies requirements for landscape schemes

LD2 outlines design issues for new roads

City Centre

CC1 advises where the need is for planning obligations in the city centre

CC3 seeks to upgrade the environment of the city centre and encourage good innovative designs of new buildings and spaces

CC5 requires that all development in conservation areas or its immediate setting should be designed so as to preserve and enhance the character of the area and that the height of new buildings should relate to surrounding buildings and be within one storey of them.

CC6 indicates that proposals for high buildings outside conservation areas and gateway locations will be considered on their merits.

CC8 requires new developments to respect the spatial character and grain of the city centre's traditional building blocks.

CC10 covers provision of public open space in the city centre and on sites of more than 0.5ha 20% of the site should be public open space in the city centre.

CC11 commits to more and enhanced pedestrian corridors and to upgrade streets

CC12 requires new development and new public spaces to relate and connect with existing patterns of streets, corridors and spaces.

CC13 encourages new public spaces to be imaginatively designed and be safe, attractive and accessible for all.

CC14 supports proposals to introduce a Supertram system.

CC17 highlights the need for additional short stay car parking close to the Prime Shopping Quarter including in the markets and Templar Street area.

CC19 advises that outside the Prime Office Quarter and Prestige Development Areas office development will be accepted provided that it contributes to overall planning objectives.

CC21 The site is located within the Prime Shopping Quarter. Shopping development is supported as the principal use within the identified Prime Shopping Quarter, subject to the provisions of Proposal Area Statements.

CC26 The north west corner of the site falls within the Entertainment Quarter. Policy CC26 states that support will be given to the provision of new, and retention and enhancement of existing, cultural, entertainment and recreational facilities.

CC27 identifies the Quarters and Areas and advises that encouragement for the principal use will normally be encouraged. Other uses will be encouraged which service the Quarter, add variety and support the attractiveness of the area for the principal use.

CC29 requires additional uses to the main uses for large developments

The Prime Shopping Quarter strategy is to:

1. Retain the existing compact nature of the prime shopping area.
2. Ensure that sufficient sites are available to accommodate future growth in City Centre retailing and direct major retail development to the area.
3. Protect identified active shopping frontages.
4. Achieve a greater mix of uses, where these do not prejudice the primary retailing function of the area.
5. Achieve a range of specific environmental improvements, through conservation, high quality new development, creation of public space and management of the Quarter.
6. Improve ease and comfort of movement to and within the Quarter by public transport, cycle and foot with specific regard to the needs of disabled people.
7. Ensure sufficient short stay shopper's parking is available to serve the area
8. Achieve a full range of facilities to serve the needs of all shoppers as

part of new developments.

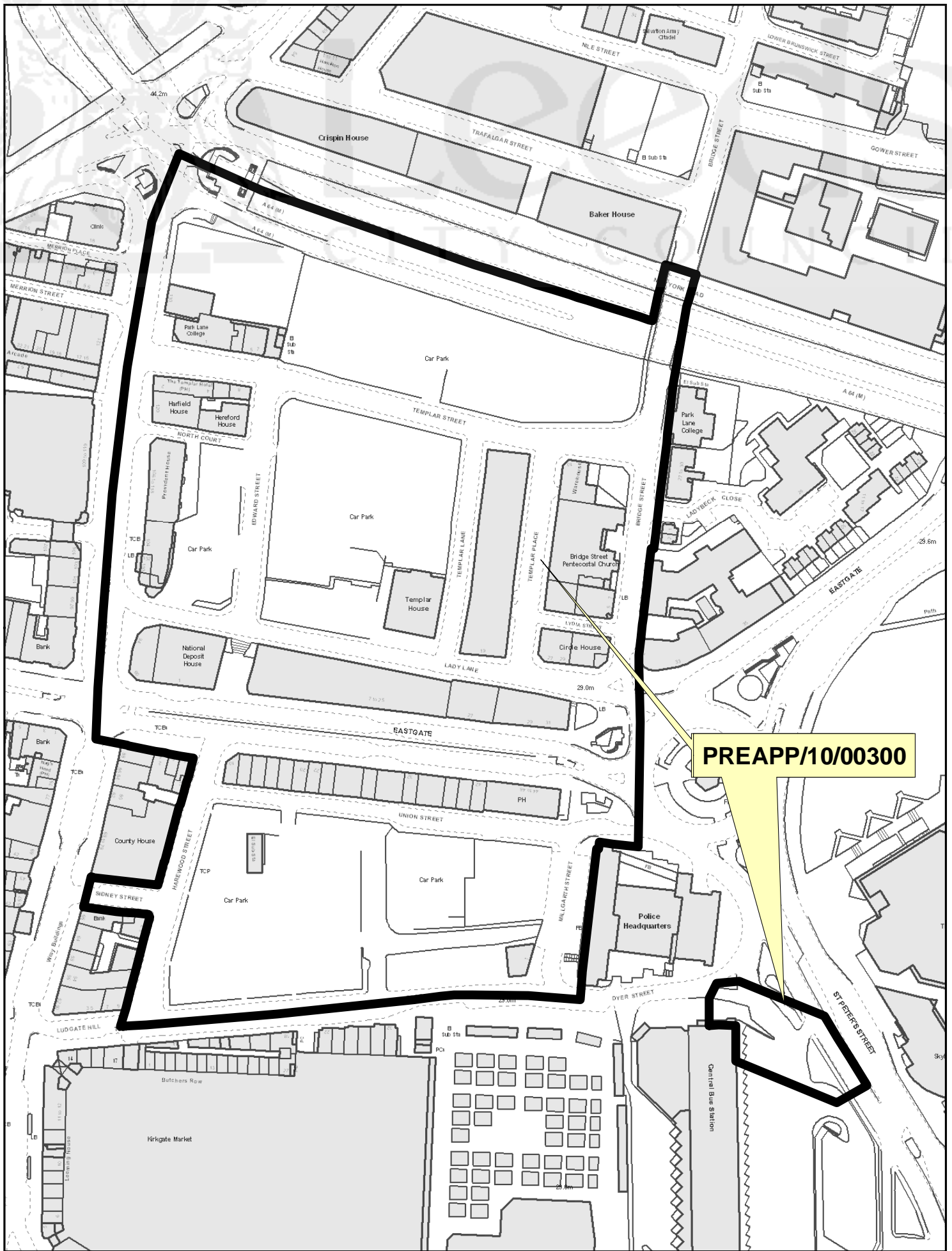
Two Proposal Area Statements are relevant to the application site; Proposal Area Statement 15 relating to Kirkgate Markets and Proposal Area Statement 16 which relates to Templar Street.

Proposal Area 15 - Kirkgate Markets Area

The Statement identifies the area as the most important remaining area for retail expansion in the city centre. It suggests that the area presents an exciting opportunity for quality shopping on a substantial scale. The retail development should relate to the established shopping core to the west of Vicar Lane and it is identified as a key stepping stone to surrounding proposals areas such as Templar Street. Any development should compliment the markets. The statement also recognises the opportunity for leisure use, restaurants, and offices as part of a range of uses that would add to the life and vitality of the city throughout the day.

Proposal Area 16 – Templar Street

The Statement comments that the site has potential for retail development with the Vicar Lane frontage having particular potential for retailing. There is also scope for subsidiary uses, particularly leisure and entertainment, and significant office use above ground floor. Catering uses would also complement the neighbouring Entertainment Quarter, and residential uses which would not prejudice the retail and leisure function would also be appropriate. The area also represents a major opportunity for public short stay parking. Pedestrian linkages to the Vicar Lane and Eastgate are noted as being particularly important. Public space should also be provided in any scheme.



PREAPP/10/00300

CITY PLANS PANEL

