

CITY PLANS PANEL

THURSDAY, 12TH OCTOBER, 2017

PRESENT: Councillor J McKenna in the Chair

Councillors P Gruen, D Blackburn, G Latty,
T Leadley, N Walshaw, C Campbell,
B Selby, C Macniven, E Nash, C Towler
and B Anderson

Members site visits were held in connection with the following proposals:
Application No. 17/02501/OT – Former Tetley Brewery Site, Hunslet Road,
Leeds 10 and PREAPP/17/00604 – 4 – 32 George Street, Leeds 2 and was
attended by the following Councillors: P Gruen, J McKenna, C Campbell,
G Latty, T Leadley and D Blackburn.

51 Chair's Opening Comments

The Chair welcomed to the meeting John Thorp, former City Architect who had been the visionary in shaping the City Centre including the South Bank area.

52 Appeals Against Refusal of Inspection of Documents

There were no appeals against the refusal of inspection of documents.

53 Exempt Information - Possible Exclusion of Press and Public

There were no items identified where it was considered necessary to exclude the press or public from the meeting due to the nature of the business to be considered.

54 Late Items

There were no late items.

55 Declarations of Disclosable Pecuniary Interests

Although not a disclosable pecuniary interest Councillors: J McKenna, C Macniven and B Anderson required it to be recorded that they had an interest in item No.11 (Pre Application Presentation for a 6 storey Apart-Hotel with ground floor commercial uses and accesses to Leeds City Market at 4 -32 George Street, Leeds 2) because they were Members of the Kirkgate Market Board and had participated in meetings at which the proposals had been discussed (Minute No.61 referred)

56 Apologies for Absence

Apologies for absence were received from Councillors: A Garthwaite,

A Khan and R Procter.

Councillors: B Anderson and C Towler were in attendance as substitutes.

57 Minutes of the Previous Meeting

The Minutes of the previous meeting held on 21st September 2017 were submitted for consideration and approval.

Councillor Leadley requested a minor amendment to Minute No. 49 removing the word “required” and replacing with “welcomed”.

RESOLVED – That with the inclusion of the above, the minutes of the previous meeting held on 21st September 2017 were accepted as a true and correct record.

58 Matters Arising

There were no issues raised under matters arising.

59 Application No. 17/02501/OT - Outline application (all matters reserved except for access) for a phased mixed use development comprising demolition of existing buildings, up to 850 residential units (C3), business uses (B1), flexible commercial uses (A1, A2, A3, A4, A5, B1, D1, D2), hotel use (C1), public realm including a City Park and vehicular access at Former Tetley Brewery, Hunslet Road, Hunslet, Leeds LS10 1JQ

The Chief Planning Officer submitted a report which set out details of an outline application (all matters reserved except for access) for a phased mixed use development comprising demolition of existing buildings, up to 850 residential units (C3), business uses (B1), flexible commercial uses (A1, A2, A3, A4, A5, B1, D1, D2), hotel use (C1), public realm including a City Park and vehicular access at Former Tetley Brewery, Hunslet Road, Hunslet, Leeds LS10 1JQ.

Site photographs and plans were displayed and referred to throughout the discussion of the application.

Members were made aware that Highways England had placed a holding direction on the application and had requested work to be undertaken to understand the traffic impact of the proposed development on the motorway network, determine if any mitigation was necessary and what that might be. Members noted that the Local Planning Authority could not determine the application until such time the outcome of the requested work was understood and the holding direction had been lifted.

The Planning Case Officer addressed the Panel, speaking in detail about the proposal and highlighted the following:

- The outline application related to the redevelopment of the area of land including Crown Point Road to the east, Waterloo Street and Bowman Lane to the north, Meadow Lane to the west and Hunslet Road (A61) to the south, a total area of 9.7 hectares. 6.69 hectares of the defined application boundary is land within the applicant's ownership.
- The second part (1.98ha) of the applicant's ownership does not form part of this application and is the area between Crown Point Road, Black Bull Street and Hunslet Road (A61). Phase 2 will be the subject of a future planning application.
- The site is located in the City Centre as designated in the Development Plan. It is also within the adopted South Bank Planning Statement 2011 and emerging Aire Valley Leeds Area Action Plan areas. The site has been under-utilised since 2011 when the brewery closed, and most of the brewery buildings were demolished. The site is currently in use as a temporary car park, temporary greenspace, temporary training facility for ASDA, and an art hub at The Tetley building.
- The proposal has potential to contribute to planned new housing and jobs provision and place-making opportunities for the South Bank/Aire Valley area.
- The site is currently unallocated in the saved LDF Proposals Map, but is allocated for mixed use including residential in the emerging Aire Valley Area Action Plan.
- The Tetley building and gatehouse are unlisted heritage assets in the phase one application site boundary. Outside the phase one site, the Grade II listed Salem Chapel lies to the west, between Hunslet Road and Hunslet Lane, and the Grade II* listed Chadwick Lodge is to the east of the site at the junction of Crown Point Road and Black Bull Street.
- The surrounding area features a wide range of existing land uses. To the north of the site along Bowman Lane and Waterloo Street are residential blocks ranging between 5 and 13 storeys including those at Brewery Wharf. To the east lies the mixed use residential development at Leeds Dock, and the education hub of Leeds College of Building, Ruth Gorse Academy, Leeds City College and Leeds University Technical College (UTC). To the south is a mixture of retail at Crown Point Retail Park, and offices at Leeds City Office Park. To the west lies the Asda office headquarters, New Lane office park and the River Aire corridor.
- The proposal is an outline planning application (all matters reserved except for access) for a phased mixed use development comprising

demolition of existing buildings, up to 850 residential units (C3), business uses (B1), flexible commercial uses (A1, A2, A3, A4, A5, B1, D1, D2), hotel use (C1), public realm including a City Park and vehicular access.

- This would include up to 85000 sqm offices, 15000 sqm flexible ground floor units and up to two hotels with a combined total of 400 beds (use class C1)
- Vehicular accesses are proposed on Crown Point Road, Great Wilson Street, Meadow Lane, Waterloo Street and Hunslet Road. Two main tree-lined access roads; Street 'X' and Street 'Y' are proposed with car parking up to 860 spaces (including 83 disabled parking spaces) in four basements.
- City Park - A minimum of 2 hectare of public realm as a contribution to the City Park (30% of the applicant's ownership within the application site area) plus additional public routes, semi-private and private open spaces
- The applicants propose an indicative layout and scale of buildings and spaces in support of their outline planning application for this first phase. This would be formed in 8 principal blocks ranging in height from 8 – 39 storey's (storey heights are approximate based on 3m storey height residential and hotel, and 4m storey heights for offices and other commercial use classes):
- The Flexible Commercial Uses would be accommodated at ground and upper levels in order to provide active frontages including to the proposed City Park and two new proposed east/west streets.
- The City Centre Park, created by a series of phased linked "stepping stones" as first identified in the South Bank Planning Statement 2011, is an important aspect of the applicant proposals. As envisaged by the Council's adopted vision, the Park would be formed over time by an area of land starting along the River Aire embankment in the west, sweeping across the former Tetley brewery site, giving over 3.5 hectare of greenspace made up of linked elements, including the Council's own land in Meadow Lane, and extending to the south east across Crown Point Road. The park would be in an arc-shape across the former brewery site, principally running on a north-west to south-east orientation via a central space at The Tetley, with smaller areas of greenspace and courtyards between buildings, including a new greenspace facing Bowman Lane. Detailed allocation of functions such as events, play, recreation, landscape design and planting proposals for the park would form part of future reserved matters application(s).

In response to Members questions, the following issues were discussed:

- Members welcomed the principle of the application, it was accepted that the application before Members was for the outline stage but there was a lack of substance, could further details be provided.
- It appeared that Members were being asked to “approve a leap of faith” could examples be provided of work done elsewhere or possibly a site visit to understand what was planned for the whole of the site
- The proposed courtyard area appeared to face northwest, would sunlight be able to penetrate into this area.
- It was noted that parameter plans and highways access drawings had been provided but what other studies had been undertaken
- How would CO2 emissions and noise reductions be achieved
- The demand for residential accommodation in this area was likely to be high but the demand for hotel accommodation may not be as great, is it possible the scheme could be amended as a result
- Was it intended that all the properties would be sold
- There was already a lot of office space within the city centre, both old and new, did this scheme deliver the right balance
- Members welcomed the proposal for a City Park but it appeared to be split into two sections, could more greenspace/ connectivity be provided to give the impression of being in a park
- Were there any proposals for public transport for the area given the fact that the temporary car park would be closing
- Had there been any discussions with other developers in the area about predicated traffic distribution/ circulation, had any studies been undertaken
- Had any discussions taken place about the “Late Night Economy” late night café bars/ restaurants, convenience stores and public transport
- Currently the site had 800 car parking spaces, where would these cars go once development of the site began

In responding to the issues raised, the Planning Case Officer together with the applicant’s representative provided the following responses:

- In terms of lack of detail, it was emphasised that it was an outline application with access reserved before Members, the plans were indicative at this stage and full details would be provided at the Reserved Matters stage for each phase.
- Responding to the suggestion that Members undertake a visit to a similar in-progress scheme by the applicant, the applicants welcomed the suggestion commenting that a scheme in Stratford, London would provide an ideal opportunity to view a similar scheme. It was also suggested that a workshop could be facilitated as part of the visit to provide Members with a greater understanding of the future reserved matters phases.
- It was reported that the proposals for the courtyard areas were flexible and could be adapted to ensure sunlight penetration.
- On the question of what studies had been undertaken in preparation of the development, it was reported that details were provided at paragraph 3.6 of the submitted report.

- In terms of how CO2 emissions and noise reduction would be achieved, the applicant said they were committed to meeting the Council's sustainable construction objectives and were looking to achieve CO2 emissions 20% less than the 2013 Part L Building Regulations target, sound insulation was also a high priority.
- Research into the provision for hotel accommodation in this area suggested the demand was high, so at this stage there was no intention to amend the scheme.
- Responding to the question about the sale or retention of buildings by the applicant, the applicant suggested that the residential element is likely to be sold as leasehold with the commercial and retail properties retained.
- In response to whether the scheme would deliver the right balance in terms of office space, it was suggested that there was already a good deal of office space within the area, however, some of the existing office accommodation was located in older buildings some which required modernisation or possible change of use. The applicant considered that there is a demand for new office space and it was considered that the development delivered the right balance.
- On the issue of the City Park it was suggested that the proposal included a design brief as to how the park space should work.
- Members were made aware that the planning permission for the temporary car park would expire in August 2022. It was reported that it was the applicant's intention to reduce the number of car parking spaces over the next five years with a view to offering land for further development. Members noted that included within the Section 106 Agreement for this current application is a contribution towards sustainable travel plan measures.
- Responding to the issue of predicted traffic distribution/ circulation, the Chief Planning Officer had met with Highways England regarding the proposed quantum of development in the South Bank and its impact on the traffic network, bearing in mind work done to date on the Aire Valley Leeds Area Action Plan that had been declared sound by the Planning Inspectorate.
- Responding to the question about café bars/ restaurants and convenience stores, it was considered that the site is part of the City Centre not far from Briggate and the core shopping and office areas and that the flexible ground floor uses would enliven the ground floors of the buildings facing the park and provide activity at lunchtimes, evening and weekends
- Responding to the issue of city centre car parking, the Chief Planning Officer reported that the city had a clear transport strategy, and that discussions had focussed around taking cars out of the City Centre to reduce congestion and pollution, and to improve air quality and place-making in the South Bank. As more development took place and car parking was lost, the Chief Planning Officer suggested that more park and ride provision would most likely feature in this strategy.

In offering comments Members raised the following issues:

- Although one Member indicated he was not supportive of the emerging building heights, overall, Panel Members were supportive of the principle of the application and the proposed design parameters.
- The vision of the scheme was welcomed but there was a desire to see a lot more detail. There were a lot of detailed issues to be addressed at the Reserved Matters stage
- A high quality design for the scheme would be required at Reserved Matters
- Consideration of daylight, sunlight and orientation of residential courtyards would be required at Reserved Matters stage
- Private spaces for residents was important as well as public space
- Members welcomed the proposal to visit a similar scheme in London by the applicant and to have pre-application and associated workshops for the Reserved Matters phases
- It was important that a highway solution was found with Highways England, and if one could not be found the application should be brought back to Plans Panel
- Members welcomed the inclusion of a design brief for the City Park to demonstrate how the park space would work.

In summing up the Chair thanked the Developers for their attendance commenting that this was one of the largest schemes to come before Members in some considerable time. The vision was impressive and Members appeared to be supportive of the application.

RESOLVED –

- (i) That the application be deferred and delegated to the Chief Planning Officer for approval subject to the lifting of Highways England's holding direction regarding the impact of the proposed development on the strategic highway network and the specified conditions set out in Appendix 1 (and any others which he might consider appropriate) and the completion of a Section 106 agreement to include the following obligations:
 - 5% on-site affordable housing in accordance with policy for the area at a prorate mix, split 60:40 lower decile:lower quartile income
 - Off- site highways works being a new pedestrian crossing on Crown Point Road between Bowman Lane and Sheaf Street £70,000, City Connect cycle scheme contribution £364,000 and Sovereign footbridge contribution £500,000
 - Sustainable travel fund £162,488.75
 - Car club contribution £69,350
 - Travel plan monitoring fee £20,000
 - City Park strategy plan
 - Public access through the site including new pedestrian/cycle routes and the City Park

- Cooperation with local jobs and skills initiatives

In the event of the Section 106 not having 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.

- (ii) That arrangements be made for Members to undertake a visit to a similar scheme by the applicant and that the visit also includes a workshop to provide Members with an opportunity for further understanding of the future detailed Reserved Matters next steps

60 Application No.17/04351/LA - Position Statement - Construction of a dual carriageway orbital route incorporating new roundabouts, cycle and pedestrian bridges; underpass and overbridge; laying out of country park on land between Ring Road Shadwell and Thorpe Park.

The Chief Planning Officer submitted a report which sets out a Position Statement in respect of the construction of a dual carriageway orbital route incorporating new roundabouts, cycle and pedestrian bridges; underpass and overbridge; laying out of Country Park on land between Ring Road Shadwell and Thorpe Park.

Site photographs and plans were displayed and referred to throughout the discussion of the application. A 'fly through' of the scheme was also shown to Members.

The Planning Case Officer addressed the Panel, speaking in detail about the proposal and highlighted the following:

- The application is for the East Leeds Orbital Road (ELOR), a two lane dual carriageway 7km in length, connecting the A6120 (Outer Ring Road Shadwell) in the north to Manston Lane in the south where it will connect to the Manston Lane Link Road (MLLR) which is to be delivered as part of the Thorpe Park development. The proposed dual carriageway with segregated pedestrian and cycle route on the southern and western side. The proposed dual carriageway includes five new roundabouts at the A6120, A58, Skeltons Lane, the A64 and Barwick Road. Five new crossing facilities are also proposed:

Red Hall Bridge, Country Park Underpass, Wood Lane/Middle Quadrant Bridge, Southern Quadrant Bridge and Cock Beck Overbridge

- As part of the ELOR proposals, a 9.8ha country park is also to be provided on the land north of the A64 (York Road) and will be to the east of the ELOR. The country park underpass will provide access from the west with the park providing green infrastructure to the road itself and also significant local recreational space for existing and future

residents. The country park is also intrinsic to the drainage proposals for ELOR as a series of SuDS features are proposed.

- The proposed scheme is divided into four main sections:

Red Hall – between the proposed A6120 roundabout and the proposed A58 roundabout

Northern Quadrant – between the proposed A58 roundabout and proposed A64 roundabout

Middle Quadrant – between the A64 roundabout and the new Barwick Roundabout

Southern Quadrant – between the new Barwick Road roundabout and the tie in to the Manston Lane Link Road Red Hall

- In addition to the ELOR there are further transport improvements works proposed at various junctions.
- Explanation was provided that a number of statutory consultees were not fully satisfied with the level of information provided and accordingly further work to resolve these outstanding concerns was underway. Clarification was also provided regarding the assessment provided in paragraph 10.9 of the submitted report to confirm that two separate issues needed to be considered in terms of the Green Belt. The first related to assessing if the proposal had a significant impact on the openness of the Green Belt. The provision of transport infrastructure was considered necessary to enable the delivery of housing and could be considered not to constitute inappropriate development in the Green Belt providing its openness was not adversely affected. Given the scheme did not include significant encroachment into the Green Belt (and where encroachment does occur it would either only have a very limited impact on openness or in the case of the country park represent appropriate development) officers were of the view it did not represent inappropriate development. Regarding the matter of referral, only applications which are considered to represent inappropriate development and that harm is judged to be significant need to be referred to the Secretary of State. With this in mind officers also do not consider at this time there is a need to refer the application to the Secretary of State but this position is being kept under review noting the officer assessment has not yet been formally concluded and all statutory consultees have yet to remove any existing objections.
- As part of the above clarification, question 1 as detailed within the officer report was therefore amended as follows: 1. Do Members accept the principle of the road and country park proposals including the officer's assessment regarding the impact on the Green Belt?

In response to Members questions, the following issues were discussed:

- Members queried what noise mitigation measures were in place
- Concern was expressed that the Railway Line at Scholes would be severed
- What was the impact on heritage assets
- Had adequate consultation been carried out

In responding to the issues raised, the Planning Case Officer together with the applicant's representative provided the following responses:

- Noise mitigation measures were proposed as part of the scheme including the screening bund which would provide noise attenuation for properties to the west and south. An additional bund will provide noise attenuation for residents of the village of Scholes. Furthermore, 1.8m high noise barriers are proposed along the country park underpass, along the western screening bund and along the western edge of the Cock Beck overbridge. These measures, combined with the intended use of tarmac for the road surface are considered to be sufficient to mitigate the noise impact of the road.
- It was confirmed that as part of the scheme the railway line at Scholes would be severed. The railway line was currently not in use and it would be costly to re-open. There was no intention at this stage that the line would be re-opened.
- The Heritage assets were listed in the submitted report, there was some impact on certain assets: Lazencroft Farm and the Pigeon House at Red Hall, and the new Barnbow designation but Historic England had not raised any objections subject to mitigation measure to ensure their survival.
- On the issue of consultation Members attention was drawn to paragraph 2.16 of the submitted report

In offering comments Members raised the following issues:

- Members supported the principle of a strategic orbital road to add capacity to the road network
- The new road network was a necessary prerequisite if new housing proposals were to proceed.
- Relieving traffic congestion elsewhere on the network would lead to air quality benefits
- The issues raised by the Chair of the Whinmoor Community Forum (Paragraph 6.7 of the submitted report) required further consideration
- Members expressed the view that the design of the Cock Beck Overbridge required improvement in terms of aesthetic quality, the bridge should be transformational, contemporary and functional.
- All crossing points need to be designed as "safe Places" possible use of CCTV for the Country Park underbridge
- Some of the footpath/cycle connections required to be looked at in more detail to ensure they were as direct as they could be

In drawing the discussion to a conclusion Members provided the following feedback;

- Members accepted the principle of the road and country park proposals including the officer assessment of the impact on the Green Belt
- Members accepted the design approach for ELOR (e.g. 50 MPH, limited junctions) in terms of addressing the strategic objectives for facilitating housing growth/ traffic relief in this part of the city subject to treatment of the existing Green Roads.
- Members accepted the proposed crossing measures to address connectivity issues for none motorised users, subject to further consideration that all crossing points were designed as “safe places” possible use of CCTV
- That subject to further consideration on the design of one of the bridges, Members were of the view that the visual impact of the ELOR and the impact on heritage assets was acceptable.

In summing up the Chair said Members were supportive of the proposal and welcomed the progression of the application

RESOLVED –

- (i) To note the details contained in the Position Statement
- (ii) That the developers be thanked for their attendance and contribution.

61 Application No.17/03974/RM - Position Statement - Reserved Matters Application for 292 dwellings including layout, scale, appearance, landscape and access. Northern development pots on land south of railway line at Thorpe Park, Leeds, LS15 8ZB

The Chief Planning Officer submitted a report which sets out a Position Statement in respect of a Reserved Matters application for 292 dwellings including layout, scale, appearance, landscape and access. Northern development pots, on land south of railway line at Thorpe Park, Leeds, LS15 8ZB.

Site photographs and plans were displayed and referred to throughout the discussion of the application.

The Planning Case Officer addressed the Panel, speaking in detail about the proposal and highlighted the following:

- The application relates to the northern half of the employment allocation at Thorpe Park that totalled approximately 65 hectares.
- The site is located to the south of the Leeds-York railway line and Manston Lane, west of the M1 (junction 46), north of the A63 Selby Road and the existing Thorpe Park buildings.

- Austhorpe Lane is to the west. The site covers Zone B of the Thorpe Park masterplan but excludes what it termed 'Central Park', which is an important landscaping and open space feature running east to west across the site and which contains the SUDS attenuation/balancing ponds.
- The application seeks approval of the detailed reserved matters relating to layout, scale, appearance, landscaping and detailed access arrangements for dwellings [the main access from a signalised junction from the north south Manston Lane Link road is approved].

In response to Members questions, the following issues were discussed:

- Some Members welcomed the modern/ contemporary design house types but queried why character areas had been created offering traditional house types. Could the modern/ contemporary design look be not used throughout the whole of the development.

In responding to the issues raised, the applicant's representative provided the following response:

- The applicants took the view that commercially, mixed house types were popular and appealed to the market. It was also suggested that the transition from contemporary to traditional offered diversity.

In offering comments Members raised the following issues:

- A minority of Members expressed the view that it was better to have the same design throughout
- Members welcomed the demonstration of in-roof-plane solar photovoltaics
- Members requested colour CGI images of the more traditional house types to be provided together with those of the more contemporary house types when the application comes back before Members.

In drawing the discussion to a conclusion Members provided the following feedback;

- Members accepted the approach of having two character areas and the more contemporary design and suggested that the transition from one area to another should flow/mix
- Member were content with the active frontages with Central Park
- Members were supportive of the overall masterplan in relation to the green infrastructure, specifically the easternmost green finger
- Members were supportive of the scheme, commenting that some real positive changes had been made following Members feedback at the pre application stage.

In summing up the Chair said Members were supportive of the proposal and welcomed the submission of the Reserved Matters application

RESOLVED –

- (i) To note the details contained in the Position Statement
- (ii) That the developers be thanked for their attendance and contribution.

62 PREAPP/17/00604 - Pre- Application Presentation for a 6 storey apart-hotel with ground floor commercial uses and accesses to Leeds City Market at 4-32 George Street, Leeds 2.

(Having already declared a personal interest in this item, Councillors: J McKenna and Macniven withdrew from the meeting – Councillor McKenna vacated the Chair, Councillor P Gruen assumed the Chair)

The Chief Planning Officer submitted a report which sets out details of a Pre-application proposal for the for a 6 storey apart-hotel with ground floor commercial uses and accesses to Leeds City Market, 4-32 George Street, Leeds 2.

Site photographs and plans were displayed and referred to throughout the discussion of the application.

The applicant's representatives addressed the Panel, speaking in detail about the proposal and highlighted the following:

- The site is located on the southern side of George Street, backing on to the former Butchers Row and the adjoining modern market hall.
- The site is currently occupied by 1930's single storey rendered, flat roofed, commercial units on its western half and 1980's two storey shops and office buildings to the east. Between these sits an entrance to the market building.
- To the west the site abuts the Grade I listed Leeming House and to the east is a further entrance to the modern market hall and an electricity sub-station and toilet block.
- To the north, on the opposite of George Street, is the new Victoria Gate development. The western end of the site is within the City Centre Conservation Area.
- The proposal is for a single building which fronts the back edge of footpath.
- The upper floors of the building are proposed to be used as an apart-hotel which would be accessed via at a point in the centre of the

façade. This would contain approximately 117 separate units of accommodation with 82 studios, 31 one bedroom and 4 two bedroom units. The ground floor is to contain 9 units for a range of commercial uses - retailing (A1), café/restaurant (A3), bar (A4) and takeaway (A5).

- The elevations are primarily of brick, however, given the total length is approximately 120m the building is punctuated approximately halfway along by a recessed 'slot' which is clad in glass. This is the location of the replacement entrance to the northern side of the market hall and contains a double storey height void which is designed to mirror the existing Leeming House market entrances. In addition the brick part of the building terminates 5m from Leeming House where a 2 storey glass addition makes the transition between the old and the new. This allows the stone gable of Leeming house to remain visible as well as retaining a view through to the dome of the market roof beyond.
- The elevations to George Street divide the building into a definite base, middle, top with the base consisting of a double height arch to reference the height of the base of Leeming House, the middle being 3 storeys of brick with paired windows set into shallow reveals and decorative brickwork pattern, and the top being a metal clad mansard with feature dormer windows, again paired to relate to the elevations below. In addition the building steps down the hill, emphasised by the ground floor unit configuration and the eaves line, which is stepped once within each wing. The southern elevation, which faces out over the market roof, is of a much simpler design but is also in brick with regular window pattern, standing seam zinc slots and louvre detail.
- A number of the ground floor commercial units would have the ability to be accessed from both George Street and the former Butchers Row, which offers the opportunity to access the market from multiple points along George St. This also retains the commercial unit frontages along the northern side of Butcher's Row, a number of which would be able to be accessible at-grade, an improvement over the current situation. The requirement to provide a fire exit at one point along Butchers Row results in the inability to provide a commercial frontage. At this point the elevation has a dummy retail frontage which can be used to advertise market events & produce and house art installations. The apart-hotel also has a frontage directly into the market from this elevation which will help to drive increased footfall and provide further life and activity.
- The upper floors incorporate both plant areas and vertical risers within the envelope of the building which means that there are no requirements for flues or air conditioning units to be located on the outside of the building. Refuse storage area are also included within the ground floor footprint and accessed from discreetly located doorways.
- At the eastern end of the site cycle storage is proposed to be contained behind the commercial frontages and so would not impact significantly

on the elevational treatment. The market entrance is marked by a high-level 'Leeds Market' signage arch. This is designed to swing open to allow vehicles to access the area in order to service the adjacent electricity sub-station. Servicing and drop-offs would all occur from George St which was reconfigured as part of the recent Victoria Gate scheme. This proposal would also bring forward the final treatment of the footway, as a temporary blacktop treatment was laid in advance of the necessary construction works.

In response to Members questions, the following were raised:

- The proposals for the George Street elevation were welcomed but concern was expressed about the proposals for Butchers Row.
- There was some concern about the use of glass as the entrance material
- What was the rationale for an Aparthotel in this location
- Would the Market Committee Plaque be relocated
- Would any assistance be provided to ensure the existing businesses were relocated.

In responding to the issues raised, the applicant's representatives said:

- The proposals for Butchers Row would be sympathetic and would retain many of the traditional elements
- The use of glass was chosen to break up the brick mass, the design also marks the entrance to the Market.
- The proposal for an Aparthotel was chosen because there was a demand for customers to stay longer in this area.
- The applicant confirmed that the Market Committee plaque would be relocated within the new development.
- There was a desire for enhancement of the Market and it would be for the Kirkgate Market Board to consider if existing businesses would be assisted in relocating.

In offering comments Members raised the following issues:

- The majority of Members supported the use of glass for the entrance however, one Member was of the view that the use of glass did not enhance the building.
- Could the windows be recessed and could more detailing around the windows be incorporated.
- There was some concern that the new façade may hide the Market building.

In drawing the discussion to a conclusion Members provided the following feedback;

- Members considered the proposed uses were acceptable

- That with the inclusion of the suggested amendments, the design for the George Street elevation was acceptable.
- The design for the elevation to Butchers Row was acceptable.

In summing up the Chair said Members were supportive of the proposal and welcomed the submission of a formal application

RESOLVED –

- (i) To note the details contained in the pre-application presentation
- (ii) That the developers be thanked for their attendance and presentation

63 Date and Time of Next Meeting

RESOLVED – To note that the next meeting will take place on Thursday 2nd November 2017 at 1.30pm in the Civic Hall, Leeds.