

CITY PLANS PANEL

THURSDAY, 29TH MARCH, 2018

PRESENT: Councillor J McKenna in the Chair

Councillors P Gruen, D Blackburn, G Latty,
T Leadley, N Walshaw, C Campbell,
A Khan, A Garthwaite, B Selby and E Nash

A Member's site visit was held in connection with the following proposal: PREAPP/17/00353 – Opera North, Harrison Street, Leeds 1 and was attended by the following Councillors: P Gruen, J McKenna, E Nash, C Campbell, T Leadley and D Blackburn

135 Appeals Against Refusal of Inspection of Documents

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

136 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 confidential nature of the business to be transacted.

137 Late Items

There were no late items of business to be considered.

138 Declarations of Disclosable Pecuniary Interests

There were no declarations of any disclosable pecuniary interests made at the meeting.

139 Apologies for Absence

Apologies for absence were received from Councillors: C Macniven.

Councillor S McKenna was in attendance as a substitute Member.

140 Minutes of the Previous Meeting

With reference to Minute No.130 Councillor Leadley requested a number of minor modifications: deleting the words "that a cupola be provided" and replacing with "that the cupola be retained". The materials to be use on the roof would be "Westmorland Slate" not "Westland Slate".

RESOLVED – That with the inclusion of the above, the Minutes of the previous meeting held on 8th March 2018 be accepted as a true and correct record.

141 Matters Arising from the Minutes

Proposed pedestrian improvements to be provided at the junction of Portland Crescent and Woodhouse Lane, Leeds 2 (Minute No. 129 referred) –

Members noted that further details about the design/ appearance of the junction would come back to Panel in April and sought assurance that the proposed timescale would be achieved.

In responding the City Centre Team Leader confirmed that it was intended that a report/ presentation would be brought back to the meeting in April.

142 **APPLICATION No. 17/08435/RM - Approval of reserved matters - (layout, scale and landscaping of the site), pursuant to approval 16/02757/OT (erection of a motorway service area) (as amended by non-material amendment 17/00058/MOD) for Phase 2 (facilities building) at land off Junction 45, M1 Motorway.**

The Chief Planning Officer submitted a report which set out details of a reserved matters application - (layout, scale and landscaping of the site), pursuant to approval 16/02757/OT (erection of a motorway service area) (as amended by non-material amendment 17/00058/MOD) for Phase 2 (facilities building) at land off Junction 45, M1 Motorway.

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 reserved matters application relates to Phase 2 of the development (covering the Facilities Building). This phase also includes the hotel (100 bedrooms), landscaping and car parking within that phase and addresses matters associated with the layout, scale, appearance and landscaping of the site for this phase. These works use the development platforms set by the Phase 1- Enabling Works (Phase 1) which was the subject of a separate reserved matters application (Ref: 17/08434/RM) that had recently been granted. Phase 3- Fuel Filling Station will form the basis of a further reserved matters application.
- The officer confirmed the main means of access into the site had already been agreed as part of the original outline permission and was the shared solution that also provides access into the adjacent housing site. Highways England were currently undertaking improvement works to the motorway junction and it was intended to piggyback these works.
- The proposed Facilities Building was positioned towards the southern portion of the site and comprises a series of interlinked buildings with a partial living/green, oversailing roof form. It was confirmed as containing a central atrium space surrounded by the various

commercial outlets. The community space and multi-faith room would be located on the first floor with a viewing area situated above. Access to the first floor was also available via a lift.

- The hotel is linked to the main facilities building and would be two storey and arranged in the 'T' shape. Although flat roofed, it was positioned behind the front ribbon of the roof form.
- The officer updated Members about the outstanding matters which highway officers has raised and confirmed these had now been resolved. In particular, the electric vehicle charging points were now identified, the bus layby had been altered and clarification was provided that the internal road from the HGV area was for service vehicles only. A further condition confirming this route was only to be used for service vehicles was therefore added to the officer recommendation.
- It was confirmed the Coal Authority had now provided a 'no objection' response. Members were also advised that whilst the National Grid had issued a holding response, no further comments had been received despite officers chasing and the issues raised were largely for the applicant to be mindful of in terms of health and safety issues as part of the construction process. As such, officers did not consider progressing to a formal decision on the reserved matters application was problematic.

Members raised the following questions:

- Were there any active pedestrian routes through the car park
- Why was the Petrol Filling Station not included as part of this application
- Was there any means of protection for trees located within the car park
- Would the phasing of the landscaping works take place at the end of the construction works

In responding to the issues raised, the applicant's representative and council officers said:

- It was confirmed there were active pedestrian routes throughout the car park
- Details of the Fuel Filling Station had not yet been received but it was anticipated they would be received shortly
- Barriers and low planting would assist in the protection of trees within the car park, any trees which had died within the first 5 years would be replaced. A number of heavy standard trees were also to be planted throughout. The detailed landscape proposals were subject to a separate condition discharge application and the details would be made available to Members for information.

- Landscaping works would be carried out throughout the construction period and was integral to the overall design.

In offering comments Members raised the following issues:

- Members were supportive of the development commenting it would bring employment opportunities to the area.
- This would be the first Motorway Service Area (MSA) within the Leeds District

In summing up the Chair thanked all parties from their attendance and contributions commenting that Members appeared to be supportive of the proposal. The Chair also remarked that the applicant had engaged positively throughout the process by undertaking an initial pre-application proposal and it was good to see the original commitments about design quality had been followed through.

RESOLVED – That the application be approved subject to the condition specified in the submitted report and the addition of a further condition relating to service access only (in respect of the access road which leads off the HGV parking area).

143 PREAPP/17/00353 - Pre-application presentation for a change of use from A1 retail units to one combined A3 restaurant and internal alterations to the basement, ground floor and upper floors in the Howard Assembly Room of Opera North and an office refurbishment including facade re-modelling and two storey rehearsal studio extension to roof of existing 5 storey Premier House building, and the provision of ground floor education suite, at the Howard Assembly Room and Premier House at Opera North, New Briggate and 8 Harrison Street, Leeds, LS1 6PA.

The Chief Planning Officer submitted a report which sets out details of a pre-application presentation for a change of use from A1 retail units to one combined A3 restaurant and internal alterations to the basement, ground floor and upper floors in the Howard Assembly Room of Opera North and an office refurbishment including facade re-modelling and two storey rehearsal studio extension to roof of existing 5 storey Premier House building, and the provision of ground floor education suite, at the Howard Assembly Room and Premier House at Opera North, New Briggate and 8 Harrison Street, Leeds, LS1 6PA.

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 proposed development seeks a change of use of the ground floor vacant former shop units from A1 retail units to one combined A3 restaurant, with internal alterations to the basement, ground floor and

upper floors in the Howard Assembly Room of Opera North and an external terrace to the rear of the former shop units. In addition the proposal also involves an office refurbishment including facade remodelling and two storey rehearsal studio extension to roof of existing 5 storey Premier House building, and the provision of ground floor education suite.

Members raised the following questions:

- Was the Leeds Grand Theatre supportive of the scheme
- The lower part of the green bridge was very unsightly, unloved and appeared to be a dumping ground, could this area be given an upgrade and also could the bin storage areas be looked at
- Could the historic element of the Howard Assembly Room and its cellars be retained
- Could more details be provided about the proposed perforated metal screen treatment to the alleyway
- The façade to the Premier House building, what materials were proposed to be used
- Were there any highway proposals for New Briggate/ Harrison Street
- Had the City Council's Entertainment Licensing Section been consulted
- What was the proposed timescale for completion of the scheme

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

- It was reported that the Leeds Grand Theatre were supportive of the scheme
- Members were informed that the bridge was not in the ownership of Opera North and did not form part of the application, however, the bin storage areas would be investigated further
- It was suggested that with the use of original plans, stained glass and tiling the historic element could be retained
- The proposed treatment to the alleyways was still to be finalised and further details would be supplied as part of the formal application
- The materials to be used to the façade of Premier House would include brown none reflective panels and glass
- Highways officers reported that a feasibility study for the area had taken place a few years earlier with the possibility of Harrison Street having access only, with pedestrian access requiring further enhancement
- It was reported that Entertainment Licensing had been consulted and had raised no objections to the proposals
- In terms of a completion date it was envisaged work would begin on site early 2019 with an 80 week build period

(Concerning the possibility of providing some upgrade works to the green bridge, the Chief Planning Officer suggested that Opera North working with the Grand Theatre and the Chief Officer, Culture & Sport, City Development to

investigate if there was a possibility of engaging in a Heritage Lottery Bid to assist in the funding of any up-grade works)

In offering comments Members raised the following issues:

- Members expressed the view that this was a very exciting development, a stepping stone for other premises to follow
- There was a desire that the close working relationship with the Grand Theatre continued
- It was the view of Members that the issues concerning the green bridge and bin storage areas be pursued
- Members were supportive of the proposals for the shop fronts
- Members welcomed the proposals for the alleyway but more detail was required
- It was suggested that a Traffic Assessment was required with a view to relocating the existing bus stops

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

- Members were supportive of the principle of the restaurant use
- Members were supportive of the emerging scale, massing and design of the proposals
- Upon receipt of the Planning Application and Listed Building Consent, the applications be brought back to Panel for further consideration

The Chair thanked the developers for their attendance and presentation.

RESOLVED –

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

144 Pre-Application Presentation - PREAPP/16/00303 for the erection of 100 apartments in two buildings between 5 and 7 storeys with ground floor car parking located between Melbourne Street and Lower Brunswick Street, Leeds.

The Chief Planning Officer submitted a report which sets out details of a pre-application presentation for the erection of 100 apartments in two buildings between 5 and 7 storeys with ground floor car parking located between Melbourne St and Lower Brunswick St, Leeds.

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 original proposal was for the demolition of the existing buildings on the site and the erection of a single building split into three adjoining blocks of apartments, stepping down the site from 9 storeys fronting Brunswick Row to the west, to 5 storeys at the Bridge Street end to the east. Following Members comments the new proposal has been reduced in scale to between 6 and 7 storeys and has now been split in to 2 separate buildings with the break-point midway along the elevation, forming two even sized buildings. As previously the main body of the buildings are proposed to be of brick, glass and metal cladding. However, the lower two floors were now to have a colonnade treatment and the elevations treated in a light, potentially masonry, material interspersed by glazing panels and decorative metal screens to allow natural ventilation to parking and refuse storage areas. The top of the building is to be of both transparent and look-a-like glass, contained within grey terracotta framing.
- The scheme contains 100 apartments comprising:
 - 1 x studio
 - 58 x 1 bed apartments
 - 38 x 2 bed apartments
 - 3 x 3 bed apartments

The apartments range in size: studio 33 sqm; 1 bed 37-52 sqm; 2 bed 61-68 sqm; 3 bed 74 sqm. It is intended that the scheme would be made available for occupation under the Private Rented Sector (PRS) model.

- Vehicular access is proposed from the eastern end of Lower Brunswick Street with car parking provided in an under-croft parking area providing three disabled parking spaces. Cycle parking spaces are provided in two stores, one in each building. Given the narrowness of the streets in this area, the route between the two buildings is to be used for servicing both blocks and will be a managed space, the concierge having an office overlooking this area.
- The main resident accesses are provided from two entrances on either side of the central route between the buildings. Two end entrances are also included and are set within small landscaped garden areas.

Members raised the following questions:

- Did the studio apartment meet the requirements of the space standards
- Was the parking provision adequate for the development
- Was there any residential amenity proposed for the area
- Was there any affordable housing provision
- There appeared to be a lack of family apartments

- Car parking was an issue, could a condition be included on any grant of planning consent stating there would be no residential parking schemes.

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

- It was reported that the studio apartment size was marginally below the required space standards
- Members were informed that a Highways Consultant had been employed to provide a detailed transport assessment which would be provided at a later date.
- It was confirmed that local shops and a convenience store was proposed for the area, premises for a Doctors Surgery/ Medical Practice was available if required.
- The applicants were supportive to the principle of affordable housing and would be "flexible" in its delivery
- It was suggested that primarily this development was targeted at younger people, family accommodation was available in other areas.
- Highway Officer's suggested that a residential parking scheme would not be supported, but limited car parking could be supported if it could be linked to any contributions to enhance Traffic Regulations Orders (TRO) for the area

In offering comments Members raised the following issues:

- It was the view of Members that this was an impressive design and set a new quality standard for the surrounding area
- Members welcomed the improved scale, massing and provision of roof top gardens
- Further details were required about parking provision for the area

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

- Members were supportive of the emerging scale and design of the development
- Members expressed the view that the levels of amenity within the flats was acceptable
- Members were of the opinion that the proposal respects the amenity of the occupiers of surrounding properties
- Members requested further information as to the approach to car parking provision in this highly sustainable city centre location

The Chair thanked the developers for their attendance and presentation.

RESOLVED –

- (i) To note the details contained in the pre-application presentation

- (ii) That the developers be thanked for their attendance and presentation

145 Pre-application presentation for proposed residential development comprising approximately 750 apartments in buildings of between 8 and 23 storeys, open space areas, a mix of commercial units and car parking spaces on Land at Whitehall Road/Globe Road, Leeds (PREAPP/17/00675)

The Chief Planning Officer submitted a report which sets out details of a pre-application presentation for proposed residential development comprising approximately 750 apartments in buildings of between 8 and 23 storeys, open space areas, a mix of commercial units and car parking spaces on Land at Whitehall Road/Globe Road, Leeds.

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 emerging proposals were for approximately 750 residential units, ground floor commercial units, associated parking and landscaping across a development of 8 buildings up to 23 storeys in height. The residential units would be let as Private Rented Sector (PRS) and the mix is proposed to be 49% 1 bedroom units (368no); 46% 2 bedroom units (345no); and 5% 3 bedroom units (38no.). All of the units would meet the Nationally Described Space Standards (NDSS).
- The applicants wished to create a new neighbourhood that would include large public open spaces, attractive pedestrian routes and a wide variety of resident's amenity/leisure facilities and other commercial uses includes retail, café, restaurants and bars.
- The buildings on the main portion of the site vary in height from 'ground plus 6 storeys' to 'ground plus 22 storeys'. These buildings were proposed to be largely faced in brick with a defined base, middle and top and punched and recessed window openings. The two tallest buildings will be at either end of the site.
- Vehicular access would be provided from Globe Road along a one way street that exits onto Whitehall Road. The route would include service lay-by and surface level car parking woven into and under new soft landscaping. Approximately 80 car parking spaces will be provided with significant cycle parking provision included plus car share and car clubs bays. It is proposed to include a 'bike hub' within the scheme that will offer residents the opportunity to hire bikes for both commuting and leisure purposes.

- New public open space would be created within the development through a series of connected spaces plus large raised open spaces. Furthermore, it is proposed to calm the traffic on Globe Road through new attractive surfacing and changes in the character of the road and adjacent spaces to make this is a more pedestrian friendly environment. The embankment adjacent to the canal would also be enhanced with new landscaping and pedestrian access points.
- A new 'hub' building was proposed on the smaller portion of the site adjacent to the canal. This hub building would have a flexible use with the focus being on leisure. The development on this part of the site would also retain a landing point for a bridge over the canal. Whereas the bridge is not proposed under this application, the development would assist in its delivery through the provision of the landing point and CIL payment could be put towards this infrastructure improvement. The CIL calculation was currently £325,000.

Members raised the following questions:

- It would appear that 50% of the flats faced north west and may not get sufficient sunlight
- There was a need for some definitive proposals for public transport, would it be possible to work with neighbouring developers to create best transport links
- Would there be provision for children's play space/ equipment and benches for older people
- What treatments were proposed for the roofs
- Would affordable housing be provided

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

- The intention would be to create dual aspects for many of the flats to provide more sunlight but many of the façades would get good sunlight throughout the year
- The CIL contribution of £325,000 would be used to create a travel plan/ enhance public transport for the area
- Play space/ public realm was an important feature and careful consideration was been given to its design and the use of the waterside usage
- The intention was to create roof tops terraces the residents could enjoy but an energy strategy was a fundamental feature and the use photovoltaic cells may be considered.
- It was confirmed that affordable housing would be provided at 5%, possibly "pepper potting" the units around the development

In offering comments Members raised the following issues:

- Interesting scheme, like the "Olympic Village Centre look" but more pedestrian space required on the Globe Road side

- This was a good project, it was a big site and it was good to see a variety in the size of the blocks
- Welcome mixed use accommodation
- Welcome the proposals for riverside usage
- Impressive scheme and wished to see the next stage
- One Member expressed disappointment with the layout of the scheme, the blocks appeared to be too close together and gave the impression of being “too blockish”

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

- Members were supportive of the emerging heights and footprints of the buildings
- Subject to further assessment/ reconsideration of the need for a footbridge, Members were supportive of the approach to public realm enhancements.
- Members were of the view that the proposed mix of unit sizes was acceptable
- Subject to the inclusion of an acceptable travel plan, Members were of the view that the proposed level of car parking provision was acceptable

The Chair thanked the developers for their attendance and presentation.

RESOLVED –

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

146 Date and Time of Next Meeting

RESOLVED – To note that the next meeting will take place on Thursday, 19th April 2018 at 1.30pm in the Civic Hall, Leeds.