
Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 3 MARCH 2016

Subject: 84 KIRKSTALL ROAD, LEEDS LS3 1LS

PLANNING APPLICATION REF. 15/05029/OT VARIATION OF CONDITION 3 (APPROVED PLANS) OF APPROVAL 11/01850/EXT TO ALLOW A VARIATION IN MIX OF ACCOMMODATION, AMENDED DRAWING TO INDICATE RESIDENTIAL USE ADJACENT TO KIRKSTALL ROAD AND AMENDMENT OF AFFORDABLE HOUSING REQUIREMENT

RESERVED MATTERS APPLICATION REF. 15/05030/RM FOR MIXED USE DEVELOPMENT UP TO 11 STOREYS COMPRISING RESIDENTIAL WITH GROUND FLOOR A3/A4 UNIT, UNDERCROFT CAR PARKING AND LANDSCAPED PUBLIC SPACE

APPLICANT

ATC Properties Ltd.

DATE VALID

20.08.2015 (s73)
02.09.2015 (RM)

TARGET DATE

31.03.2016 (extended)

Electoral Wards Affected:

City and Hunslet

☐ Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

☐

Community Cohesion

☐

Narrowing the Gap

☐

RECOMMENDATION:

DEFER and DELEGATE to the Chief Planning Officer for approval in principle, subject to the specified conditions at Appendix 1 (and any others which he might consider appropriate), and following the completion of a Deed of Variation to the original Section 106 Agreement to cover the following amended obligation:

- **Affordable Housing at 5% of the total proposed units in accordance with current Leeds Core Strategy policy for this location.**

The remainder of the original 2008 Section 106 agreement as amended in 2011 remains unchanged and would be carried forward by Deed of Variation onto application 15/05029/OT:

- **Public Transport Infrastructure Improvements (SPD5) contribution £24,824**
- **Off-site landscaping contribution for works in the vicinity of the site £10,000**
- **Off-site highways works contribution for works in the vicinity of the site £50,000**
- **Travel Plan measures car club trial provision contribution £6500**
- **Travel Plan monitoring fee £5220**
- **Public access through the site**
- **Provision for enhancement to Traffic Regulation Orders in the local area up to £5000**
- **Cooperation with local jobs and skills initiatives**
- **Management Fee £5250**

In the circumstances where the Deed of Variation to the Section 106 Agreement has not been completed by 24th March 2016, the final determination of the applications shall be delegated to the Chief Planning Officer.

1.0 INTRODUCTION AND BACKGROUND

1.1 This is a joint report for the consideration of a variation to the approved plans list and Section 106 agreement (15/05029/OT) attached to a major outline planning permission for a mixed use residential development in the City Centre, and an assessment of an application for the approval of the Reserved Matters (Appearance and Landscaping) for the development (15/05030/RM). Principle of use, total developable floorspace, layout, scale and access were approved as part of outline planning permission 06/02359/OT as extended by permission 11/01850/EXT.

1.2 The approved outline permission can be summarised as follows:

Layout

The approved building footprint is U-shaped, with private car parking within the 15m wide courtyard, accessed via the undercroft, which also contains secure bin and cycle storage. A 12m wide public route across the site would be situated to the north of the building footprint, which would provide a landscaped space between this building and the approved student housing scheme at the former RSPCA site.

Scale

The approved building scale is 6 storeys along Abbey Street, rising to 7 and 8 storeys as the form turns to face Kirkstall Road, and then progressively stepping up to 9, 10 and 11 storeys at its highest point to the north along Bingley Street.

Access

The approved site access is from Abbey Street, with a maximum provision of up to 32 car parking spaces.

Maximum permitted floorspace and uses

The previous scheme approved a flexible mix of office, hotel and residential, with a ground floor A3 unit:

- Ground level A3/A4 café/bar unit with residential and/or hotel and/or office entrance foyer.

- Upper floors would consist of hotel and/or office use to Kirkstall Road (Block B) frontage. Indicatively this could accommodate 4710sqm hotel or 3445sqm offices. At the time of the outline application it was not envisaged by the applicant that the building would be all residential at upper floors, but a mixed use scheme with office and/or hotel at the upper floors as well, with no residential use to the part of the building fronting Kirkstall Road.
- Residential and/or hotel and/or office use to Abbey Street (Block A). Indicatively this could accommodate approximately 1468sqm residential or hotel use, or 947 sqm offices.
- Residential and/or hotel and/or office (B1) use to Bingley Street (Block C). Indicatively this could accommodate approximately 4710sqm residential or hotel use, or 3445 sqm offices.

1.3 The outline planning permission as extended in 2011 was supported by the following documents:

- Plans/elevations/sections of the proposed means of access, layout and scale of the development
- Affordable Housing Statement
- Public Transport Statement
- Drainage Plan
- Sustainability Appraisal
- Retail Impact Study
- Access Statement
- Contaminated Land Desk top study
- Noise attenuation scheme
- Flood risk assessment
- Transport assessment
- Community Involvement Statement
- 2 design codes with covering letters by DLA architecture
- Landscape scheme
- 2011 update covering letter from agent
- 2011 updated Transport Assessment
- 2011 updated Travel Plan
- 2011 updated Flood Risk Assessment
- 2011 Flood Risk Sequential Test and Exceptions Test
- 2011 Section 106 Deed of Variation

2.0 PROPOSAL:

2.1 The Section 73 Minor Material Amendment application is to vary the existing outline planning permission approved plans list and vary the affordable housing from 15% of the total proposed residential units previously agreed in the Section 106 agreement, to 5% of the total proposed residential units. The variation to approved plan 2005-098/081 would allow a wholly residential scheme at upper floors with 107 units and a 290 sqm A3/A4 café/bar unit. The additional accommodation that was previously identified as hotel and/or office space would equate to 44 units. In total the scheme would provide 26 studio flats, 16 one bed flats, 62 two-bed flats and 3 three-bed flats. The flats are for general open market housing and could be for sale or for rent.

2.2 The new reserved matters application proposal includes details of appearance and landscaping. The building façade has been designed in layers, with a dark bronze tile 'outer' shell, with standing seam metal cladding to a set-back element at the high level. The inner faces of the courtyard, and the vertical feature panels around the windows, would be clad in a light stone coloured cladding, which would add a further

layer of contrast. The ground floor frontage would be glazed, and wrap round the building corners from Kirkstall Road onto Abbey Street and Bingley Street.

- 2.3 The landscaping would relate to the areas around the building footprint outside the secure car parking area in the courtyard and undercroft. Six trees are proposed in the new public realm to the north of the building, which would also include seating integrated within the raised planters.
- 2.4 The reserved matters application also includes details of flat layouts and a ground floor undercroft/courtyard car parking layout with 28 spaces including 3 electric vehicle charging points, 3 motorcycle parking points, and provision of one secure, covered cycle space per flat.
- 2.5 A number of additional documents have been submitted in support of the proposal:

Section 73 application to vary condition 3 of the existing outline permission:

- Revised indicative internal layout plan to show residential use only at upper floors
- Air quality report
- Noise report
- Wind report
- Additional flood risk information

Reserved Matters – details of Appearance and Landscaping:

- Scaled plans
- Design and Access Statement Addendum

3.0 SITE AND SURROUNDINGS:

- 3.1 The site consists of a single storey building split into a loans shop and a laminate flooring warehouse with ancillary car parking at the rear, accessed from both Abbey Street and Bingley Street. The site area is 0.239 hectare, and is bounded by Kirkstall Road to the south. The northern boundary of the site adjoins the cleared former RSPCA site on the southern side of Cavendish Street, and is bounded by Abbey Street to the west, and Bingley Street to the east. The surrounding area is characterised by a mixture of student housing, low-rise offices, and leisure uses including a casino, public house and restaurants. The site lies within the designated City Centre, and flood risk zone 3.
- 3.2 Abbey Street runs along the western edge of the site. The width of Abbey Street is some 7.5m. On the opposite side of Abbey Street is The Tannery, a 6-12 storey student residential block (planning ref. 20/290/02/FU). The Tannery was granted permission in 2002 and subsequently completed in 2004. The Tannery reaches a maximum height of 37m rising from 20m via some six steps in its roof form. The central courtyard of the scheme is approximately 15m x 20m.
- 3.3 Bingley Street runs along the eastern edge of the site and is some 7m wide. On the opposite side of Bingley Street lies Maxi's restaurant, a single storey building. To the south of the Maxi's site, also accessed from Bingley Street, lies the part one/part two storey Napoleons Casino building in beige brick with a mansard roof.
- 3.4 Cavendish Street runs along the northern edge of the adjacent site to the north and is approximately 13m wide. On the opposite side of Cavendish Street is Sentinel Towers, an 8 storey student residential block dating from the mid-1990s, some 29m

high. East of Bingley Street, the section of Cavendish Street at this point is part tarmac and part cobble, and is blocked by the gates of the BT depot which closes off this part of the street. To the north is a two storey red-brick public house The Highland, which has residential use at its upper floor, and features 5 south facing windows. The BT building is a part 5/part 6 storey brick building which sits above and behind a retaining wall some 3 metres above the car park of the Maxi's restaurant.

- 3.5 The levels along Cavendish Street to the north of the application site are generally higher at 33.2m AOD than those along Kirkstall Road the southern boundary of the application site at 30.06m AOD. The lowest point on the site is at the corner of Abbey Street and Kirkstall Road 29.90m to 29.96m AOD. Within the application site, the highest point at the northern boundary is 31.5m AOD at the east (Bingley Street) and 31.3m AOD at the west (Abbey Street).

4.0 RELEVANT PLANNING HISTORY:

- 4.1 At this site 84 Kirkstall Road, outline planning permission has been granted to erect a mixed use development of up to 11 storeys comprising residential and/or hotel and/or office (B1) use, ground floor A3 restaurant/A4 bar unit(s) with undercroft car parking and infrastructure works including landscaped public space (planning reference P/06/02359/OT) which was approved in principle at Plans Panel (City Centre) 26 April 2007, and granted permission on 3 June 2008. This permission was subsequently extended in 2011 under ref. 11/01850/EXT. The current Section 73 and Reserved Matters applications are pursuant to the 2011 planning permission. If these current applications are approved, there would only be one year for developers to commence works.
- 4.2 There is a long planning history at the adjoining site to the north, the former RSPCA site. The scheme permission, as extended and modified, will expire in August 2016. Works are expected to start on site before August by developer Ashcourt Contracts Ltd. Planning application 15/06584/FU Variation of condition 2 (approved plans) of approval 14/03023/EXT related to a minor material amendment including changes to the internal layout of accommodation and minor external amendments to the approved plans, and was recently approved on 4th February 2016. Planning permission 14/03023/EXT Extension of time of previous approval 08/02061/FU for multi-level development up to 9 storeys high above ground level comprising 46 student cluster flats and 24 studio flats (total of 239 beds) and 1 retail unit, car parking, common room and ancillary facilities was approved at City Plans Panel 9 October 2014, with permission granted subject to an 18 month time limit following revision of plans in accordance with Members comments to remove the smallest studio flats, and the completion of the legal agreement which took place on 2 February 2015.
- 4.3 At the site to the north east, Members approved an outline application (ref. 13/01198/OT) for the demolition of the existing Maxi's restaurant building and the construction of a part 5/part 8 storey mixed use development of office, hotel and use classes A1 (retail), A2 financial and professional services) and A3 restaurant floorspace with basement car parking.

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 During the course of the current applications, the applicant has amended the scheme to retain the dual aspect flats at lower floors requested in 2006; updated the drawings in accordance with detailed Highways comments regarding off-site works, cycle

storage and electric vehicle charging points; and demonstrated that the flats would meet the Leeds Standard in floorspace and sustainability terms.

6.0 PUBLIC/LOCAL RESPONSE:

6.1 Planning application publicity consisted of:

- Site Notice of Proposed Major Development (Section 73) posted 18.09.2015
- Reserved Matters Site Notice posted 18.09.2015
- Press Notice of Proposed Major Development (Section 73) published 10.09.2015
- City and Hunslet Ward Councillors consulted by email 14.09.2015

6.2 1 objection to the reserved matters application has been received from a local resident at Kendal Walk:

- The outline permission expired in 2014 and therefore reserved matters cannot be submitted
- The proposed development extends to the pavement's edge on Abbey Street which would lead to overdominance
- The building would be set too close to the back edge of the pavement, preventing street tree planting to Kirkstall Road
- No account has been taken of the effect of an 11 storey building on wind currents in the area.
- The large retail area proposed for the ground floor would encourage illegal parking on Kirkstall Road, which would adversely affect the free flow of traffic
- By reason of its proximity to the development already approved for the site to the north, the proposed height, mass and scale of the development would reduce the quality of life for residents of that building in relation to visual dominance and loss of privacy, sunlight and daylight, particularly for the occupants on the lower floors.
- Another tall building would be visually detrimental to the area as there are already so many.

7.0 CONSULTATIONS RESPONSES:

7.1 Statutory:

7.1.1 LCC Transport Development Services:

The principle of the variation to the conditions and the reserved matters application are considered acceptable to Highways and Travelwise officers. The car parking layout and extent of off-site highways works have been amended during the course of application discussions and are now acceptable. An updated Travel Plan was submitted with the outline application in 2011, which is still considered to be acceptable when considered against current policy. Electric vehicle charging points 10% would be provided and secured via condition, and one cycle space per flat in secure store or specific store space in a flat. The proposed level of car parking is acceptable in this location, and the scheme would not give rise to adverse road safety issues.

7.1.2 Leeds-Bradford Airport No objection

7.2 Non-statutory:

7.2.1 LCC Flood Risk Management

The reserved matters scheme has been designed in accordance with the approved 2011 flood risk assessment. No residential accommodation is located at ground floor

level. The finished floor level to the car park would be above the 1 in 100 plus climate change level of 30.8m AOD. The commercial unit adjacent to Kirkstall Road and the residential reception foyers are all set 300mm above this level in line with discussion with the Environment Agency and the extant planning conditions at 31.10m AOD. This would be approximately 1.1m higher than the existing lowest point on the site at the corner of Abbey Street and Kirkstall Road. The proposed means of egress from the stair cores in the event of a flood would be into the public space, which would also be at this level. Flood Risk Management have confirmed that this is acceptable and have no objection subject to the extant outline conditions.

7.2.2 LCC Environmental Studies (Transport Strategy)
The submitted air quality and noise reports are acceptable.

7.2.3 RWDI Wind Consultants
See Appraisal Section.

8.0 PLANNING POLICIES:

8.1.1 Development Plan

The adopted Core Strategy sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district. Relevant policies include:

Spatial Policy 1 sets out the broad spatial framework for the location and scale of development. This policy prioritises the redevelopment of previously developed land within Main Urban Area, in a way that respects and enhances the local character and identity of places and neighbourhoods.

Spatial Policy 3 Role of Leeds City Centre seeks to maintain and enhance the role of the City Centre as an economic driver for the District and City Region, by

- comprehensively planning the redevelopment and re-use of vacant and under-used sites for mixed use development and areas of public space,
- enhancing streets and creating a network of open and green spaces to make the City Centre more attractive
- improving connections between the City Centre and adjoining neighbourhoods
- Expanding city living with a broader housing mix

Spatial Policy 8 states that training/skills and job creation initiatives would be supported by planning agreements linked to the implementation of appropriate developments given planning permission.

Paragraph 5.1.14 City Centre strategic Themes and Character – ‘A Growing Residential Community’ of the Core Strategy states that:

‘With significant house building between 1995 and 2010 a substantial residential population exists in the City Centre. Despite the recession and pause in construction activity, city living remains extremely popular with little vacancy. Considerable land opportunities exist in the City Centre to boost the residential population further. It is important that efforts are made to make best use of this opportunity in order to make efficient use of land and provide a wide housing offer for Leeds as a whole, as delivery of housing in the City Centre is key to the overall delivery of the Core Strategy. However, with some of the first residents putting down roots and wanting to continue to live in the City Centre it is important that a wider variety of sizes and types of housing are made available than have previously been built. In line with Policy H4 Housing Mix, major housing developments across the City Centre will be expected to contribute to a wider mix of dwelling sizes. Potential for creation of family friendly

environments exist on the fringes of the City Centre where densities can be lower, and more greenspace and supporting services can be delivered, including medical and education services.'

Core Strategy Policy CC1 outlines the planned growth within the City Centre for 10, 200 new dwellings. Part (b) of Policy CC1 encourages residential development, providing that it provides a reasonable level of amenity for occupiers.

Policy H2 refers to new housing development. The development will be acceptable in principle providing the development does not exceed the capacity of transport, educational and health infrastructure and the development should accord with accessibility standards.

Policy H3 states that housing development should meet or exceed 65 dwellings per hectare in the City Centre.

Policy H4 states that developments should include an appropriate mix of dwelling types and sizes to address needs measured over the long term taking into account the nature of the development and character of the location.

Policy H5 states that the Council will seek affordable housing from all new developments either on-site, off-site or by way of a financial contribution if it is not possible on site.

Policy CC3: Improving connectivity between the City Centre and neighbouring communities – provide and improve routes connecting the City Centre with adjoining neighbourhoods to improve access and make walking and cycling easier.

Policy P10 requires new development to be based on a thorough contextual analysis to provide good design appropriate to its scale and function, delivering high quality innovative design and enhancing existing landscapes and spaces.

Policy P12 states that landscapes will be conserved and enhanced.

Policies T1 and T2 identify transport management and accessibility requirements for new development.

Policies EN1 and EN2 set out the sustainable construction and on-going sustainability measures for new development. In this case, the reduction in carbon emissions (20%), low carbon energy generation (10%) and water usage targets from the former Code for Sustainable Homes Level 4 is required.

Policy ID2 Planning obligations and developer contributions

8.1.2 Relevant Saved Leeds Unitary Development Plan Review 2006 Policies include:

GP5 all relevant planning considerations
BD2 new buildings design
BD4 all mechanical plant
LD1 landscaping

8.1.3 Leeds Natural Resources and Waste DPD 2013

The Natural Resources and Waste Local Plan was adopted by Leeds City Council on 16th January 2013. The Natural Resources and Waste Development Plan Document (Local Plan) is part of the Local Development Framework. The plan sets out where land is needed to enable the City to manage resources, like minerals, energy, waste

and water over the next 15 years, and identifies specific actions which will help use natural resources in a more efficient way. Policies regarding drainage, air quality, trees, coal recovery and land contamination are relevant to this proposal.

8.2.1 Relevant Supplementary Planning Guidance includes:

SPD Street Design Guide
SPD Travel Plans
SPD Building for Tomorrow Today: Sustainable Design and Construction
SPG City Centre Urban Design Strategy
SPG Neighbourhoods for Living
SPD Parking
SPG Kirkstall Road Renaissance Area Planning Framework 2007
SPD Tall Buildings Design Guide

8.3.1 National Planning Policy Framework (NPPF)

National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) came into force in March 2012 and represents the government's commitment to sustainable development, through its intention to make the planning system more streamlined, localised and less restrictive. It aims to do this by reducing regulatory burdens and by placing sustainability at the heart of development process. The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied, only to the extent that it is relevant, proportionate and necessary to do so.

The NPPF identifies 12 core planning principles (para 17) which include that planning should:

- Proactively drive and support sustainable economic development to deliver homes
- Seek high quality design and a good standard of amenity for existing and future occupants.
- Encourage the re-use of existing resources, including conversion of existing buildings.
- Conserve heritage assets in a manner appropriate to their significance.
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling.

The NPPF states that LPA's should recognise that residential development can play an important role in ensuring the vitality of centres (para 23). Housing applications should be considered in the context of the presumption in favour of sustainable development (para 49). LPA's should normally approve applications for change to residential use where there is an identified need for additional housing in the area (para 50).

Planning should proactively support sustainable economic development and seek to secure high quality design. It encourages the effective use of land and achieves standards of amenity for all existing and future occupiers of land and buildings. One of the core principles is the reuse of land that has previously been developed. Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development. The NPPF states that local authorities should deliver a wide choice of homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities (para 50).

Section 7 states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places

better for people. It is important that design is inclusive and of high quality. Key principles include:

- Establishing a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimising the potential of the site to accommodate development;
- Respond to local character and history;
- Reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments; and
- Development to be visually attractive as a result of good architecture and appropriate landscaping.

8.4 Other material considerations

8.4.1 The Leeds Standard 2014

The Leeds Standard was adopted by the Council's Executive Board on 17th September 2014 to ensure excellent quality in the delivery of new council homes under three themes: Design Quality, Space Standards and Energy Efficiency Standards. It sets out how the Council can use the Leeds Standard in its role as Council landlord through its delivery and procurement approaches. Through its actions the Council can also seek to influence quality in the private sector. Those aspects of the Standard concerned with design quality will be addressed through better and more consistent application of the Council's Neighbourhoods for Living guidance. The Leeds Standard sets out the importance of excellent quality housing in supporting the economic growth ambitions of the council. Whilst the standard has not been adopted as formal planning policy in Leeds, and has limited weight as a material consideration, its evidence base in determining the minimum space requirements alongside the Government's Technical Housing Standards – Nationally Described Space Standard, is considered to be useful as a reference to help inform decisions on the quality of residential development proposals.

8.4.2 Emerging Site Allocations Plan – Site Allocation Proposals (Housing & Safeguarded Land) 2015

Although at an early stage, this site is identified as Housing site no. HG1:245 in the draft Site Allocations Plan as a brownfield City Centre infill site for 50 units (based on the extant approval for a mixed hotel/office/residential scheme with a corresponding lower residential floorspace).

9.0 MAIN ISSUES

- 9.1 Principles of varying Condition 3 approved plans list
- 9.2 Reserved Matters – Appearance & Landscaping
- 9.3 Highways and transportation
- 9.4 Principle of amending the level of Affordable Housing from 15% to 5% of the total proposed units
- 9.5 Other Matters

10.0 APPRAISAL

10.1 Principles of varying Condition 3 for residential with ground floor café/bar scheme

- 10.1.1 The site is not allocated for employment use, and therefore the provision of additional dwellings at this sustainable City Centre site would in principle be acceptable under the Core Strategy and the NPPF, subject to the consideration of detailed matters. In

this respect, the applicant has sought to update the proposal to comply with current planning requirements.

Residential Amenity

- 10.1.2 With specific reference to the updated scheme, the applicant's agent has also provided a noise report, an air quality report and a wind report. The submitted air quality report and noise report have been assessed by Environmental Studies officers. They have confirmed that the air quality environment for the dwellings is acceptable, and that the scheme would benefit from an acceptable level of amenity, subject to the implementation of recommendations set out in the noise report, which include high performance glazing and mechanical ventilation. In terms of the detailed flat layouts proposed, it is considered that the amenities of future occupiers would be acceptable. All flats would have good sized windows, and an appropriate level of outlook and privacy in the context of a City Centre urban environment. It is considered that the flats have adequate space with appropriate internal layouts, and generally meet the space requirement of the Nationally Described Space Standard and the Leeds Standard. Eight studio flats fall slightly below at either 36.7sqm or 36.8sqm, where the minimum standard for this type of flat would be 37sqm. Given that the Nationally Described Space Standard has not yet been formally adopted as planning policy, these slight shortfalls are considered on balance to be acceptable. The dual aspect flats by the extant outline approval have been confirmed in the reserved matters application, which would provide alternative outlook and daylight for lower floor flats in the western and eastern wings. A number of units (37) would benefit from usable accessible balconies, which would provide private amenity space. In summary, it is considered that the overall proposal would result in flats with an appropriate level of amenity.

Wind Impact

- 10.1.3 With reference to the objector's comments regarding the local micro-climate, the surrounding area is a mix of taller and low buildings, arranged around a narrow street pattern. RWDI have reviewed the submitted wind report on behalf of the Local Planning Authority, and have asked for clarification of some points. It is noted that predicted wind speeds in most areas would result in conditions tolerable for pedestrian business walking. However, where wind speeds are predicted to exceed 10m/s, mitigation measures would be beneficial. The mitigation measures are likely to relate to detailed landscaping design and detailed design of entrance areas. Officers will update Panel verbally, following the receipt of additional information from the applicant.

Housing Mix

- 10.1.4 Under Core Strategy H4 (Housing Mix), the policy seeks to ensure a mix of flat types and sizes appropriate to the nature of the development and the character of the area. This 107 unit scheme is a mix of 26 studio flats and 16 one bed flats (combined 39.2%), 62 two-bed flats (57.9%) and 3 three-bed flats (2.8%). The application meets the target provisions for one (max 50%) and two-bed flats (min 30%-max 80%), but falls short of the 20% three-bed flat target. Policy H4 allows the Local Planning Authority to take into account the nature of the scheme as well as its location to justify any exceptions. The applicant has provided evidence to justify their proposed mix from Morgans, a local estate agent that specialises in City Centre living. The evidence suggests that whilst there is demand for three-bedroom units across the City Centre, the demand in this location would be driven by younger people seeking to rent a smaller one or two bedroom flat, rather than families looking for larger accommodation. Current provision of three-bedroom units in the City Centre is around 1% of the total market. A figure of 3% three-bed units for this immediate area has been suggested by Morgans as being realistic, rather than 20%. Other factors

that lead to this forecast include the relative small size of the overall scheme and its site, and the character of the surrounding area. This character is heavily built-up, with close proximity to a busy road, multiple neighbouring blocks of high density purpose-built student accommodation, and lower levels of amenity space between buildings. On this basis, it is considered that families are less likely to choose this building to live in as a result of this surrounding character. Therefore, on balance, it is considered that the mix of flats proposed is reasonable and acceptable for this specific site and scheme.

Sustainable Design and Construction

- 10.1.5 In terms of building sustainability, the extant approval has a condition relating to the submission of a Sustainability Statement, and the applicant has confirmed that the scheme will meet the requirements of Core Strategy Policies EN1 and EN2. A biomass combined heat and power would provide low carbon on-site energy generation, and the scheme will meet the energy requirements of the former Code for Sustainable Homes Level 4, with at least a 20% reduction in carbon emissions.

10.2 Appearance and landscaping

- 10.2.1 The Reserved Matters of Layout, Scale and Access were approved at the time of the original outline approval. In relation to the objector's comments regarding building height and footprint, and relationships to Abbey Street and Kirkstall Road and neighbouring buildings, the matters of Layout, Scale and Access were considered and approved under the 2006 outline application, and extended in 2011. Only Appearance and Landscaping can be considered under this Reserved Matters application 15/05030/RM
- 10.2.2 In design terms, the proposal would make better use of a very prominent underutilised site at the western gateway to the City Centre. It would create new improved active street frontages to the site, improve visual amenity to the streetscene along Kirkstall Road. The scale of existing and adjacent proposed buildings in the area varies between generally lower scale units or taller, more recent student residential blocks such as Sentinel Towers, Liberty Point and The Tannery. The general design is considered to be positive, and is within the parameters of the layout and scale previously agreed, and the design code attached to the outline. The materials consist of dark bronze rainscreen cladding to the outer shell to match the neighbouring Cavendish Street scheme, a natural light stone colour rainscreen to the courtyard and northern gables, and standing seam metal rainscreen to the set-back roof levels. The surrounding area is predominantly a mix of red brick and buff brick buildings, of varying heights and scales, so in general the scheme would be supported from a design perspective.
- 10.2.3 In terms of hard and soft landscaping, the scheme would provide new wider footways to Abbey Street and Bingley Street, and a 12m wide public space at northern side of the site enabling pedestrian linkage between Abbey Street and Bingley Street, between this site and the site at Cavendish Street. This is in addition to the large south-facing landscaped deck area measuring approximately 20m x 18m for the residents of the approved scheme to the north at the RSPCA site. The paving materials to the public space and the building forecourt to Kirkstall Road would be natural aggregate laid in a staggered bond. The existing s106 agreement secures public access to this space across the northern part of the site. This space would feature six new trees and lower level timber planters, which would also act as sculpted seats. Planters are also proposed within the ramp structure to the ground floor unit along Kirkstall Road. The applicant has agreed to providing climbing plants up the boundary fence to the public space, which will offer a softened boundary

treatment to the northern boundary, and screen the cars in the car park. Officers have also requested that the applicant provide a green roof over the car parking in the courtyard, in order to improve outlook, amenity, biodiversity and drainage at the site, and the applicant is currently reviewing this matter at the time of writing. Officers will update on this matter verbally at Panel. Although limited in scope due to the size of the site and the approved footprint, it is considered on balance that the proposed landscaping scheme is of an appropriate quality for the site, and would enhance the character of the surrounding area.

10.2.4 In terms of elevational treatment, the proposed cladding materials and the general rhythm of the elevations, such as the mix and distribution of solid and glazing are well proportioned. The building would feature detailing which would give a depth and layering of materials, for example, the building corners to Kirkstall Road are cut back in layers, and there are deep window reveal details, with in some cases chamfered reveals in light stone coloured cladding. Windows are grouped together to create features, with either Juliet (70 flats) or usable balconies or terraces (37 flats). Windows and terraces are cut into the rising roof-form on the eastern wing to Bingley Street. The choice of materials and detailing would complement the approved building to the north, and the mass of the buildings together would form an interlocking pair with contrasting rising and falling roofscapes. The construction detailing of the building and materials would be controlled by conditions.

10.2.5 Subject to securing suitable wind mitigation measures, it is therefore considered that the reserved matters proposal for approval of appearance and landscaping including the consideration of detailed flat layouts would offer acceptable living conditions for future residents, and that the design, architectural features, materials, and hard and soft landscaping would enhance the character of the surrounding area.

10.3 Highways and Transportation

10.3.1 In relation to the comments by the objector regarding highways safety, Kirkstall Road, Abbey Street, Bingley Street and Cavendish Street are the subject of traffic regulation orders, which should deter unauthorised parking along the site frontage.

10.3.2 The site is in a sustainable location, along the Kirkstall Road QBI scheme, with good access to the City Centre for pedestrians, cycle and by public transport. 28 car parking spaces are proposed, which is less than the 32 proposed at outline, however secure cycle parking has been increased to one space per flat, and the internal layout of the undercroft is acceptable as a detailed design. There would also be three electric vehicle charging points and three motorcycle spaces, which would also promote more sustainable means of travel. The Travel Plan for the scheme was updated and approved in 2011, and is considered to be acceptable in relation to current policy.

10.3.3 The proposed variation of condition 3 to allow residential at all parts of the upper floors is considered acceptable by Highways officers in terms of traffic impact, road safety and amenity. The proposed layout under the reserved matters application is also considered to be acceptable. The parking provision for the mix of uses is considered acceptable and that sufficient parking is provided for the flats.

10.4 Principle of amending the level of Affordable Housing from 15% to 5% of the total proposed units

10.4.1 At the time of the 2006 application and its subsequent extension in 2011, the affordable housing policy was 15% for this area of the City. The Leeds Core Strategy

now requires 5% in this area. The applicant has requested that the affordable housing level is reduced to be compliant with current policy for the area at 5%. The original outline approval would have achieved approximate 63 units overall, with 9 units provided based on 15% affordable housing in 2011. The current application proposal is for an increase in flats to 107 units, which would deliver 5 units based on current planning policy. This would equate to a reduction of 4 affordable units when compared to the extant approval.

10.4.2 Although the shift from 15% affordable housing to 5% would result in less affordable housing being delivered on-site, it would comply with current planning policy. In this case all other aspects of the proposal are considered to be policy compliant. On balance, given the increase in the number of proposed dwellings, the changes to the scheme to update it in line with current planning policies, and the fact that if approved, works on the scheme would need to commence within one year of the date of approval, the proposal is considered to be acceptable. Additionally, it should be noted that the developer could submit a new full application for this proposal, which would only require the applicant to provide 5% affordable housing and potentially have 5 years to implement an outline proposal. However this would not be necessary if Members are minded to approve this Section 73 application as proposed.

10.4.3 The following existing necessary Section 106 agreement obligations would be carried forward unchanged from the extant approval:

- Public Transport Infrastructure Improvements (SPD5) contribution £24, 824
- Off-site landscaping contribution for works in the vicinity of the site £10, 000
- Off-site highways works contribution for works in the vicinity of the site £50, 000
- Travel Plan measures car club trial provision contribution £6500
- Travel Plan monitoring fee £5220
- Public access through the site
- Provision for enhancement to Traffic Regulation Orders in the local area up to £5000
- Cooperation with local jobs and skills initiatives
- Management Fee £5250

10.4.4 The applications are not eligible for Community Infrastructure Levy (CIL) as they relate to a Section 73 Minor Material Amendment application and a Reserved Matters application, to an outline consent that was approved before CIL was adopted in Leeds.

10.5 Other Matters

10.5.1 With reference to the comments from the objector stating that the outline permission has expired, Condition 1 of planning permission 11/01850/EXT states that:

*“Application for approval of all reserved matters shall be made to the Local Planning Authority before the expiration of **four** years from the date of this permission. The development hereby permitted shall be begun before the expiration of one year from the date of approval of the last of the reserved matters to be agreed.”*

That permission was granted on 25 October 2011. At the time of the application the applicant requested that a longer permission be granted taking account of the economic downturn. Therefore, the applicant needed to submit reserved matters no later than 25 October 2015. This application for Reserved Matters was submitted on 2 September 2015, within 4 years from the date of the approval of the outline

permission extension. Subject to the consideration of this reserved matters application, works on the scheme will need to commence no later than 12 months of the date of its approval.

11.0 CONCLUSION

- 11.1 If approved this detailed scheme would need to commence works on-site within one year in order to benefit from the extant outline planning permission. The scheme would therefore contribute to the early delivery of new homes, and promote the regeneration of a sustainably located, but under-utilised site, at the City Centre end of Kirkstall Road. The increase in residential units by 44 units above the original approval to 107 units would promote an increase in housing provision in the City Centre, making more efficient use of a previously developed site. The applicant has updated the scheme to substantively meet current planning policy requirements. The scheme would be constructed to current sustainability policies, with a satisfactory mix of flats which would generally meet the Leeds Standard, and would benefit from adequate amenities. The scheme is supported by on-site car parking, a travel plan, secure cycle facilities for each flat, and electric vehicle charging points. The proposed elevational treatment would complement the surrounding context, which is a broad mix of architectural styles and materials. The proposal would feature appropriate facing materials, an articulated roof-form, and well-detailed window treatment, which would offer variety and interest. The applications for minor material amendment to increase the residential floorspace and amend the level of affordable housing to current policy level, and reserved matters of appearance and landscaping, are therefore recommended for approval.

Appendix 1 Draft Conditions for 15/05029/OT

Background Papers:

Application files 15/05029/OT, 15/05030/RM, 11/01850/EXT, 06/02359/OT

Appendix 1 Draft Conditions for 15/05029/OT

1. The development hereby permitted shall be begun before the expiration of one year from the date of approval of reserved matters application 15/05030/RM

Imposed pursuant to the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the approved plans listed in the Plans Schedule.

For the avoidance of doubt and in the interests of proper planning.

3. No above ground building works shall take place until details and samples of all external walling and roofing materials have been submitted to and approved in writing by the Local Planning Authority. Such materials shall be made available on site prior to the commencement of their use, for the inspection of the Local Planning Authority who shall be notified in writing of their availability. This shall include a large sample panel of all external facing materials and glazing types to be used. The external cladding and glazing materials shall be constructed in strict accordance with the sample panel(s) which shall not be demolished prior to the completion of the development.

In the interests of visual amenity in order to accord with Leeds UDP Review Policies GP5 and BD2, Leeds Core Strategy Policy P10 and the NPPF.

4. Notwithstanding details shown on the plans hereby approved, no above ground building works shall take place until typical 1:20/1:50 scale elevations/section/plan working drawings showing the detail of roof line and eaves treatments, ground floor treatments, including shopfronts, car parking grilles and entrance points, and each type of window bay and balcony proposed. Works shall be carried out in accordance with the approved details and retained as such thereafter.

In the interests of visual amenity in order to accord with Leeds UDP Review Policies GP5 and BD2, Leeds Core Strategy Policy P10 and the NPPF

5. No external surfacing works shall take place until details and samples of all external surfacing materials have been submitted to and approved in writing by the Local Planning Authority. Such materials shall be made available on site prior to the commencement of their use, for the inspection of the Local Planning Authority who shall be notified in writing of their availability. The surfacing works shall be constructed from the materials thereby approved prior to occupation of the building.

In the interests of visual amenity, in accordance with Leeds UDPR Policies GP5 and LD1, Leeds Core Strategy Policy P10 and the NPPF

6. The development shall not be occupied or brought into use until that part of the site shown to be used by vehicles, on the approved plans, has been laid out, drained, surfaced and sealed, as approved, and that area shall not thereafter be used for any other purpose other than the vehicle related use approved.

In the interests of the free and safe use of the highway.

7. No hard or soft landscaping works shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include
- (a) proposed finished levels and/or contours,
 - (b) means of enclosure,
 - (c) car parking layouts,
 - (d) other vehicle and pedestrian access and circulation areas,
 - (e) hard surfacing areas,
 - (f) minor artefacts and structures (eg, furniture, play equipment, refuse or other storage units, signs, lighting etc.),
 - (g) proposed and existing functional services above and below ground (eg. drainage, power cables, communication cables, pipelines etc., indicating lines, manholes, supports etc.).

Soft landscape works shall include:

- (h) planting plans,
- (i) written specifications (including cultivation and other operations associated with plant establishment),
- (j) schedules of plants noting species, planting sizes and proposed numbers/densities,
- (k) details of tree pits
- (l) implementation programme.

All hard and soft landscaping works shall be carried out in accordance with the approved details, approved implementation programme and British Standard BS 4428:1989 Code of Practice for General Landscape Operations. The developer shall complete the approved landscaping works and confirm this in writing to the Local Planning Authority prior to the date agreed in the implementation programme.

To ensure the provision and establishment of acceptable landscape in accordance with adopted Leeds Core Strategy Policy P12, Saved Leeds UDP Review (2006) policies GP5 and LD1, Leeds Natural Resources and Waste DPD, and the NPPF.

8. If, within a period of five years from the planting of any trees or plants, those trees or plants or any trees or plants planted in replacement for them is removed, uprooted, destroyed or dies or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective another tree or plant of the same species and size as that originally planted shall be planted at the same place in the first available planting season, unless the Local Planning Authority gives its written consent to a variation. If such replacements die within twelve months from planting these too shall be replaced, until such time as the Local Planning Authority agrees in writing that the survival rates are satisfactory.

To ensure the maintenance of a healthy landscape scheme.

9. Prior to the first occupation of the development, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.

To ensure successful aftercare of landscaping, in accordance with adopted Leeds Core Strategy policy P12, Saved Leeds UDP Review (2006) policies GP5 and LD1, the Leeds Natural Resources and Waste DPD, and the NPPF.

10. No building operations shall take place before 0730 hours on weekdays and 0900 hours on Saturdays nor after 1900 hours on weekdays and 1800 hours on Saturdays

unless otherwise agreed in writing by the Local Planning Authority. There shall be no building operations on Sundays or Bank Holidays unless otherwise agreed in writing with the Local Planning Authority.

In the interests of residential amenity of occupants of nearby property.

11. No development shall take place until a Statement of Construction Practice for that phase has been submitted to and approved in writing by the Local Planning Authority. The Statement of Construction Practice shall include full details of:
- a) the methods to be employed to prevent mud, grit and dirt being carried onto the public highway from the development hereby approved;
 - b) measures to control the emissions of dust and dirt during construction;
 - c) location of site compound and plant equipment/storage;
 - d) details and location of contractor and sub-contractor parking
 - e) a local resident and business communications strategy for the duration of the works

The approved details shall be implemented at the commencement of work on site, and shall thereafter be retained and employed until completion of works on site. The Statement of Construction Practice shall be made publicly available for the lifetime of the construction phase of the development in accordance with the approved method of publicity.

In the interests of highways safety and residential amenity in accordance with Saved Leeds UDP Review (2006) policy GP5 and the National Planning Policy Framework.

12. Development shall not commence until a Phase I Desk Study has been submitted to, and approved in writing by, the Local Planning Authority and:
- (a) Where the approved Phase I Desk Study indicates that intrusive investigation is necessary, development shall not commence until a Phase II Site Investigation Report has been submitted to, and approved in writing by, the Local Planning Authority,
 - (b) Where remediation measures are shown to be necessary in the Phase I/Phase II Reports and/or where soil or soil forming material is being imported to site, development shall not commence until a Remediation Statement demonstrating how the site will be made suitable for the intended use has been submitted to, and approved in writing by, the Local Planning Authority. The Remediation Statement shall include a programme for all works and for the provision of Verification Reports.

To ensure that the presence of contamination is identified, risks assessed and proposed remediation works are agreed in order to make the site suitable for use in accordance with policies Land 1 of the Natural Resources and Waste Local Plan 2013 and GP5 of the Unitary Development Plan Review 2006.

13. If remediation is unable to proceed in accordance with the approved Remediation Statement, or where significant unexpected contamination is encountered, the Local Planning Authority shall be notified in writing immediately and operations on the affected part of the site shall cease. An amended or new Remediation Statement shall be submitted to, and approved in writing by, the Local Planning Authority prior to any further remediation works which shall thereafter be carried out in accordance with the revised approved Statement.

To ensure that any necessary remediation works are identified to make the site suitable for use in accordance with policies Land 1 of the Natural Resources and Waste Local Plan 2013 and GP5 of the Unitary Development Plan Review 2006.

14. Remediation works shall be carried out in accordance with the approved Remediation Statement. On completion of those works, the Verification Report(s) shall be submitted to the Local Planning Authority in accordance with the approved programme. The site or phase of a site shall not be brought into use until such time as all verification information has been approved in writing by the Local Planning Authority.

To ensure that the remediation works are fully implemented as agreed and the site has been demonstrated to be suitable for use in accordance with policies Land 1 of the Natural Resources and Waste Local Plan 2013 and GP5 of the Unitary Development Plan Review 2006.

15. No development approved by this permission shall be commenced until the method for piling foundations has been approved in writing by the Local Planning Authority. Piling works shall be carried out in accordance with the approved details.

The site may be contaminated and piling could lead to the contamination of the underlying aquifer.

16. No installation of externally mounted plant or equipment shall take place until details of the installation and/or erection of any air conditioning or extract ventilation system, flue pipes, window cleaning equipment or other excrescences proposed to be located on the roof or sides of the building, including details of their siting, design, and external appearance have been submitted to and approved in writing by the Local Planning Authority. The noise rating level from fixed plant items shall not exceed the prevailing background (LA90) noise level minus 5 dB at nearby noise sensitive receptors, when assessed in accordance with BS 4142:1997. Works shall be carried out in accordance with the approved details and retained as such thereafter.

In the interests of amenity and visual amenity, in accordance with Leeds UDPR Policies GP5, BD2 and BD4, Leeds Core Strategy Policy P10 and the NPPF.

17. Prior to the commencement of development, details of all refuse storage and recycling facilities for the flats and the café/bar shall be submitted to and approved in writing by the Local Planning Authority. Refuse storage shall be provided in accordance with the approved details and retained as such thereafter. There shall be no external storage of refuse containers whatsoever except immediately before and after collection.

In the interests of amenity, visual amenity and highways safety.

18. Unless otherwise agreed in writing by the Local Planning Authority, the hours of delivery to and from the premises shall be restricted to 0800 hours to 2200 hours Monday to Saturday with no deliveries on Sundays and Bank Holidays.

In the interests of amenity.

19. The opening hours of the café/bar premises shall be restricted to 0800 hours to 2330 hours Monday to Saturday, and 1000 hours to 2300 hours on Sundays and Bank Holidays.

In the interests of amenity.

20. Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or

without modification) planning permission shall be obtained before any change of use, of the premises referred to in this permission, to any use within Use Classes A1 and A2 as detailed in the Town and Country Planning (Use Classes) Order 1987 (or any Order revoking or re-enacting that Order with or without modification).

In order that the Local Planning Authority can retain control over uses which it considers could be harmful to the vitality and viability of the City Centre, in accordance with Leeds Core Strategy Policy P8 and the NPPF.

21. The development shall be carried out in accordance with the recommendations specified in the approved Hoare Lea noise report reference REP-1005975-AM-R1. The approved measures shall be retained as such thereafter.

In the interests of residential amenity, in accordance with Saved UDPR Policy GP5 and the NPPF.

22. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) dated March 2006 and the subsequent update to the FRA date stamped 6 May 2011 and the following mitigation measures detailed within the FRA:
- a. Surface water is managed in accordance with the LCC 'Minimum Development Control standards for flood risk' document.
 - b. Provision of compensatory flood storage on / or in the vicinity of the site to a 1 in 100 year standard.
 - c. Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.
 - d. Finished floor levels (excluding basement(s) levels) are set no lower than 31.10m Above Ordnance Datum (AOD).
 - e. Basement entry/exit points are set no lower than 30.80M AOD

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, by ensuring that compensatory storage of flood water is provided, to ensure safe access and egress from and to the site, to reduce the risk of flooding to the proposed development and future occupants, and to reduce the risk of flooding to the proposed development and future occupants, in accordance with Leeds Core Strategy, Leeds Natural Resources and Waste DPD and the NPPF.

23. No development shall take place until details of the proposed means of disposal of separate foul and surface water drainage, including details of any balancing works and off-site works, have been submitted to and approved in writing by the Local Planning Authority. Works shall be carried out in accordance with the approved details and retained as such thereafter. Unless otherwise agreed in writing with the Local Planning Authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works, and no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works.

To ensure that the development can be properly drained.

24. Surface water from vehicle parking and hardstanding areas shall be passed through an interceptor of adequate capacity prior to discharge to the public sewer. Roof drainage should not be passed through any interceptor.

In the interests of satisfactory drainage.

25. Prior to the commencement of a phase containing residential units, details of the internal layout shall provide dual aspect flats in accordance with DLA drawing 2005-098/081 date stamped 3 August 2007. This drawing shall inform the detailed layouts submitted at reserved matters stage.

In the interests of the living conditions of future occupiers.

26. The maximum height of the roof of the development hereby approved shall be no more than 63.2m AOD.

In the interests of visual amenity and the character of the surrounding area.

27. Notwithstanding details shown on the approved plans prior to the commencement of above ground works, a car park management plan shall be submitted to and approved in writing by the Local Planning Authority. The drawing and report shall include details of the following facilities:

- a. details of a servicing strategy including full details of the control and operation of the proposed service lay-by
- b. access control system
- c. parking provision for disabled users
- d. cycle and motorcycle parking
- e. 3 electric car charging points

f. Visibility splays of 2.4m x 70m shall be achieved from the car park entrance/exit. Land within the visibility splay shall be laid out and maintained as adopted highway prior to the occupation of any part of the development.

Works shall be carried out in accordance with the approved details prior to first occupation of the site and retained as such thereafter.

In the interests of highways safety, access for all, and to encourage sustainable travel.

28. Prior to the commencement of above ground works, details for the provision of the off-site highways works shown on approved drawing reference DLA 2015-113_100 B shall be submitted to and approved in writing. Works shall be carried out in accordance with the approved details prior to the first occupation of the development, unless otherwise agreed in writing by the Local Planning Authority, and retained as such thereafter.

In the interests of pedestrian and vehicular safety.

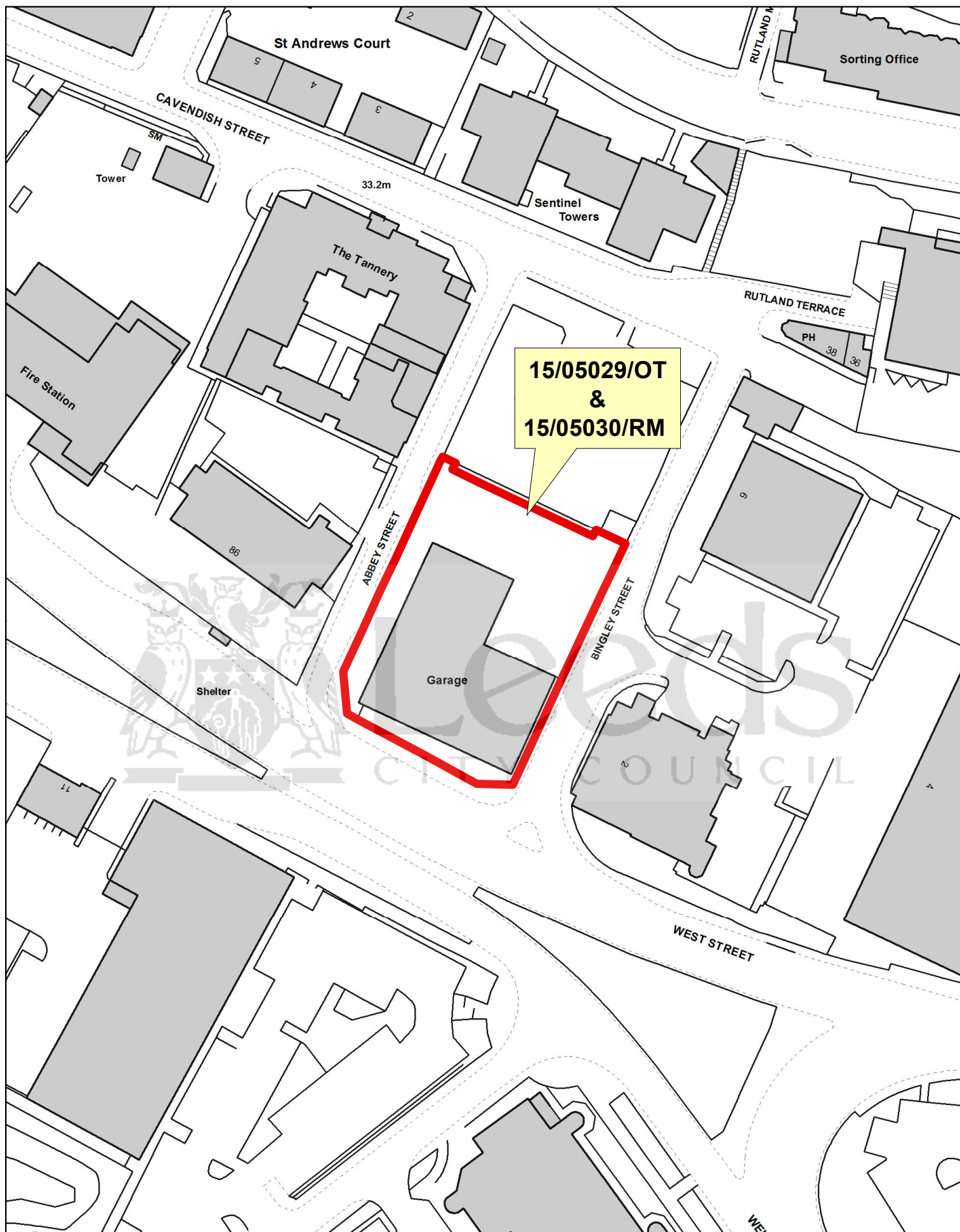
29. Prior to the commencement of above ground works an updated Sustainability Statement shall be submitted which will include a detailed scheme comprising:
- a. recycled material content plan (using the Waste and Resources Programme's (WRAP) recycled content toolkit)
 - b. Site Waste Management Plan (SWMP)
 - c. a pre-assessment demonstrating how the energy credit scores to meet the equivalent of the Code for Sustainable Homes Level 4 standard will be achieved, i.e. that the building will achieve a 20% reduction in carbon emissions over Part L Building Regulations 2013.
 - d. details of the proposed low carbon combined heat and power system, demonstrating that the system will meet at least 10% of the building's energy use
 - e. details of water efficiency measures to meet the higher standard set by Government at 110 litres per person per day.

The development shall be carried out in accordance with the detailed scheme and,

f. Within 6 months of the first occupation a post-construction review statement shall be submitted by the applicant including demonstration that the building will achieve a 20% reduction in carbon emissions over Part L Building Regulations 2013 has been achieved,

g. The development and buildings comprised therein shall be maintained and any repairs shall be carried out all in accordance with the approved detailed scheme and post-completion review statement or statements.

To ensure the adoption of appropriate sustainable design principles in accordance with Leeds Core Strategy Policies EN1 and EN2, Leeds SPD Sustainable Design and Construction, and the NPPF.



CITY PLANS PANEL

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SCALE : 1/1000

