



Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 9 June 2016

Subject: Planning Application 16/01115/FU - for a mixed use development across three buildings, comprising residential apartments (use class C3), flexible office (use class B1) or food and drink (use class A3), D1 (Clinics and health centres), undercroft parking and associated landscaping, at Granary Wharf Car Park, Wharf Approach, Holbeck, Leeds, LS11 5PY.

APPLICANT

CTP Ltd and U+I Group Plc

DATE VALID

19 February 2016

TARGET DATE

Extended date 20 June 2016

Electoral Wards Affected:

City & 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, subject to the specified conditions (and any others which he might consider appropriate), and following completion of a Section 106 Agreement to cover the following additional matters:

Affordable Housing provision of 13 units

Publicly accessible areas

Employment and Training for Local People

A contribution of £3,567 towards monitoring and evaluation of a Travel Plan

A contribution of £17,500 for provision of a Car Club provider free trial membership package of 2 year membership with drive time and

A contribution of £42,650 for provision of a Sustainable Travel Fund for sustainable travel incentives to encourage the use of public transport and other sustainable travel modes.

A Traffic Regulations Order contribution of £15,000 is required, for changes to waiting restrictions and Park and display bays in the vicinity

A contribution of up to a maximum of £34,015 towards the planting of trees within the wider Holbeck Urban Village with potential planting in an area of public realm to be created in front of Temple Works.

In the circumstances where the Section 106 Agreement has not been completed within 3 months of the resolution to grant planning permission the final determination of the application shall be delegated to the Chief Planning Officer.

Conditions

A full list of all planning conditions can be found in the Appendix to this report.

1.0 INTRODUCTION:

- 1.1 The application is brought to Plans Panel to allow Members to consider this major proposal for a mixed use development comprising three blocks of residential apartments, with commercial units, car parking and a landscape scheme at Granary Wharf Car Park, within the defined boundary of Holbeck Urban Village, in Leeds City Centre.

2.0 PROPOSAL:

- 2.1 The proposed development seeks to provide a range of 1, 2, and 3 bedroomed apartments across three buildings. These buildings would range in height from 13.350m and 22.075m for the stepped Building A, 23.175m and 27.635m for the stepped Building B and 30.750m for Building C. The scheme would bring forward a total of 250 apartments of which 121 are proposed as one bedroomed, 112 are proposed as two bedroomed and 17 are proposed as three bedroomed.
- 2.2 The scheme would also provide a total of 34 car parking spaces within the ground floors of blocks B and C. In addition 291 secure cycle parking spaces are also proposed within the development.
- 2.3 At ground floor two commercial units are proposed to block A of some 5031 sq metres for A3/B1/D1 (restaurant/office/clinics and health centres) use and 955 sq metres to operate as A3 (restaurant). In addition in block B two commercial unit to be used as A3 (restaurant) of some 478 sq metres and A3/B1/D1 (restaurant/office/clinics and health centres) use of some 2204 sq metres, and a management suite of some 216 sq metres.
- 2.4 The buildings would be set within an area of hard and soft landscape features which is intended to connect, in a seamless manner, with the landscape scheme proposed for the adjacent Tower Works scheme.

3.0 SITE AND SURROUNDINGS:

- 3.1 The proposal site is currently in use as a surface car park for 100 spaces and is positioned between Leeds and Liverpool Canal and Water Lane. The site is adjacent to Tower Works, which is a complex of Grade II* (and is also subject to redevelopment proposal) and Grade II Listed Buildings and unlisted buildings. The site also abuts the Grade II Listed Lock Keeper's Cottage.
- 3.2 Granary Wharf Car Park lies just outside the boundary of the Holbeck Conservation Area, whilst its northern most section is set within the boundary of the Canal Wharf Conservation Area. The Hol Beck runs adjacent to the site at its southern boundary.

3.3 Holbeck Urban Village is considered to be an area of local, national, and international importance in respect of the historical significance and architectural merits of its buildings, as well as for the potential archaeological discoveries that the area could elicit. The Village is considered to be the foundation of the Industrial Revolution in Leeds

4.0 RELEVANT PLANNING HISTORY:

4.1 Approval granted on the site for an outline application for multi level development in three blocks up to 8 storeys high, with offices, residential, A3/A4 use with basement car parking on 9 October 2008, planning reference 06/04922/OT.

4.2 Approval granted for an extension of time application to 06/04922/OT for multi level development in three blocks up to 8 storeys high, with offices, residential, A3/A4 use with basement car parking on 25 November 2011, planning reference 11/01976/EXT.

4.3 An application has recently been approved subject to the completion of a S106 legal agreement for the proposals at the adjacent Tower Works site for Mixed use three-phased development of 158 dwellings (C3) with 30 car parking spaces; 11,860sqm of B1 offices; up to 372sqm of A1 retail; 1,495sqm of A2, A3, A4 or D1; and new public realm, planning reference 15/06578/FU.

4.4 Approval has been granted and the scheme implemented for the construction of a temporary pedestrian link between Water Lane and Wharf Approach across the Granary Wharf Car Park site, planning reference 15/06498/LA.

5.0 HISTORY OF NEGOTIATIONS:

5.1 The proposals have been the subject of pre-application discussions between the Developers team, Historic England, the neighbouring Tower Works development team and Local Authority Officers since April 2015. The developer's team have worked positively and collaboratively to address a number of planning issues. These discussions have focused on the relationship with the Tower Works development site, the scale massing and design of the proposed development, car parking levels and access, pedestrian connectivity and routes, heritage impact, and the public realm treatment.

5.2 Ward Members were consulted on 29 March 2016.

5.3 Members considered the pre-application proposals for the currently proposed development at City Plan Panel on 26 November 2015. Members made the following comments:

- safety and security issues across the site which featured ginnels and alleys were discussed. Members were informed that the areas would be clean, safe and well-lit and that proactive site management would be provided which would include CCTV although this would need to be integral to the design of the scheme
- the aim for the site to be seamless with the Tower Works site and in the event of there being exposed walls, how these would be treated. The developer's representative advised that in the event of the other site not proceeding, an attractive, quality brickwork elevation would be provided

- the possibility of including public art into the scheme and through it referencing the history of this area, including reference to the adjacent Leeds and Liverpool Canal
- the timetable for commencement of the works. Members were informed that the intention was to submit for full planning approval, and if this was granted it was hoped to be on site in mid 2016
- the level of car parking being provided on the site with some concerns being raised that 43 spaces was insufficient. It was noted there would be car clubs; that the site was in close proximity to the railway station and that in several major cities it was not unusual for there to be a limited amount of car parking on city centre residential schemes. Whilst this might be accepted, concerns remained that for people working in Leeds, car parking provision was required
- the need for a strategy to be developed to deal with the cars which would be displaced through the development of the site. Discussion took place on the changing attitudes to car parking provision in recent years, with it being stated that several city centre schemes had parking provision which was not fully utilised. The Chief Planning Officer stated that a car parking Supplementary Planning Document was to be brought in on the back of the Core Strategy which would take as its starting point the limiting and controlling of car parking alongside improvements to public transport including park and ride schemes, together with some re-provisioning of car parking in the City Centre. There would also be a need to consider how to deal appropriately with the end of the temporary permissions in March 2017 for car parking for up to 3500 spaces in the City Centre, particularly as some of these sites could be redeveloped and that consideration would need to be given to the redevelopment of the Carlsberg Tetley site and the recently announced Burberry development

6.0 PUBLIC/LOCAL RESPONSE:

28 emails of objection have been received from occupants of nearby residences and businesses. The reasons given for objecting are summarised as follows:

1. There will be a loss of public car parking.
2. The levels of vehicle movements in the area will increase
3. There are no general facilities such as doctors and dentist surgeries accounted for in the proposals.
4. The proposed buildings will be too tall.
5. The buildings will cause overshadowing of nearby existing buildings
6. Traffic calming measures will be needed as a result of the proposals.
7. The design is uninspiring.
8. The façades of the building would be very blank in appearance.
9. The buildings would be over dominant of the towers in the adjacent Tower Works site.
10. There would be too many apartments and the scheme is over development of the site.
11. There is a lack of trees and greenery in the scheme
12. The views from Candle House will be detrimentally interrupted.
13. There will be increased pedestrian footfall through Granary Wharf.
14. There will be increased pollution resulting in air quality issues.
15. The apartments would be buy to let and would not be owner occupied.
16. The development would detrimentally impact on the servicing charges of nearby existing residential buildings.
17. The scheme is too close to other existing residential dwellings and there will be a loss of privacy.
18. There will be increased litter in the area.
19. The development will have a negative impact on the heritage rich setting.

Response:

Points 1 and 2 are addressed in paragraphs 10.4 and 10.24 of the appraisal below.
Points 3 is addressed in paragraph 10.3 of the appraisal below.
Points 4, 7, 8, 9, and 19 are addressed in paragraphs 10.6 to 10.11 of the appraisal below
Points 5 and 17 are addressed in paragraphs 10.13 to 10.17 of the appraisal below
Point 6 and 13 are addressed in paragraphs 10.24 to 10.27 of the appraisal below and in the Planning Conditions.
Points 10 is addressed in paragraph 10.2 of the appraisal below.
Points 11 is addressed in paragraphs 10.19 to 10.21 and 10.33 of the appraisal below.
Points 14 is addressed in paragraphs 10.13 to 10.17 and 10.30 of the appraisal below.
With regard to Point 12 there is no legal right to a view and this matter cannot be considered to be a material planning consideration.
With regard to Point 15 the Applicant has advised that the scheme will operate as a Private Rental Sector scheme whereby the entire scheme is owned and operator by one company rather than split into a number of individual landlords.
With regard to Points 16 and 19 and in particular reference to the point that the servicing charges of other nearby buildings would be affected, it is not clear from the submission why this would occur. If the implication is that there will be increased litter and vehicle movements that will impact on servicing requirements then the point is addressed in paragraphs 10.4, 10.17 and 10.24 of the appraisal below.

7.0 CONSULTATIONS RESPONSES:

- 7.1 **Historic England** state that whilst they support the regeneration of the site, they object to the proposal on the basis that the heights of blocks B and C would have a harmful impact on the surrounding designated heritage assets. They consider that the heights of these blocks means that they would not respond well to the setting of the surrounding listed buildings but also the historic character of Holbeck and Canal Wharf. They consider that the proposed development in its current form would not preserve the character and appearance of the Holbeck Conservation Area or the setting of the surrounding listed buildings. They do not consider the harm the current proposals would cause is necessary or justified.
Response: these matters will be addressed in the appraisal below.
- 7.2 **Canals and Rivers Trust** Have no comments to make.
- 7.3 **Environment Agency** state that the scheme must comply with the measures set out in the submitted Flood Risk Assessment.
- 7.4 **Yorkshire Water** advise of the conditions on water management that they require.
Response: the conditions will be added in accordance with their requirements.
- 7.5 **Highways** state that a contribution of £17,500 for provision of a Car Club provider free trial membership package of 2 year membership with drive time and a contribution of £42,650 for provision of a Sustainable Travel Fund for sustainable travel incentives to encourage the use of public transport and other sustainable travel modes are required.
Response: This will be addressed via the required legal agreement.
- 7.6 **TravelWise** state that a contribution of £3,567 towards monitoring and evaluation of the Travel Plan is required.
Response: This will be addressed via the required legal agreement.

- 7.7 **West Yorkshire Archaeological Advisory Service** state that there are currently no apparent significant archaeological implications associated with the proposed development.
- 7.8 **Holbeck Neighbourhood Forum** No response received.
- 7.9 **Leeds Civic Trust** state that they are generally supportive but would like to see green roofs incorporated in the scheme, larger apartments to meet demand, improvements to the highway on Wharf Approach to make it more pedestrian focused and active and articulated facades to the ground floor elevations.
Response: these matters will be addressed in the appraisal below.
- 7.10 **The Victorian Society** state that they object to the proposal on the grounds that they consider there to be an unacceptable impact of building A on the canal office group of buildings, and that the proposals would impose a very high density of construction on a small site. There is also considerable concern at the possibly damaging effect on existing premises on the south side of Globe Road by the proposals, especially by the 11 storey building C.
Response: these matters will be addressed in the appraisal below

8.0 RELEVANT PLANNING POLICIES:

- 8.1 **National Planning Policy Framework (NPPF)**
- 8.2 The National Planning Policy Framework 2012 (NPPF) was adopted in March 2012 and sets out the Government's planning policies and how they expect them to be applied.
- 8.3 Paragraph 6 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development and paragraph 14 goes on to state that there should be a presumption in favour of sustainable development.
- 8.4 Paragraph 17 of the NPPF sets out the Core Planning Principles for plan making and decision taking. The 4th principle listed states that planning should always seek high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 8.5 The 6th principle listed states that planning should support the transition to a low carbon future and encourage the use of renewable resources, including the development of renewable energy.
- 8.6 The 8th principle listed states that planning should encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.
- 8.7 Paragraph 126 states that it is desirable to sustain and enhance the significance of heritage assets and that new development should make a positive contribution to local character and distinctiveness.

8.8 The Development Plan for Leeds currently comprises the following documents:

1. The Leeds Core Strategy (Adopted November 2014)
2. Saved Leeds Unitary Development Plan Policies (Reviewed 2006), included as Appendix 1 of the Core Strategy
3. The Natural Resources & Waste Local Plan (NRWLP, Adopted January 2013) including revised policies Minerals 13 and 14 (Adopted September 2015).
4. Any Neighbourhood Plan, once Adopted

8.9 **Core Strategy**

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

8.11 Policy CC1: City Centre Development

The City Centre will be planned to accommodate at least the following:

(iii) 10,200 dwellings.

b) Encouraging residential development including new buildings and changes of use of existing providing that it does not prejudice the town centre

8.12 Policy EN1: Climate Change – Carbon Dioxide Reduction states that all developments of over 1,000 square metres of floorspace, (including conversion where feasible) whether new-build or conversion, will be required to:

(i) Reduce total predicted carbon dioxide emissions to achieve 20% less than the Building Regulations Target Emission Rate until 2016 when all development should be zero carbon; and,

(ii) Provide a minimum of 10% of the predicted energy needs of the development from low carbon energy.

8.13 Policy EN2: Sustainable Design and Construction states that to require developments of 1,000 or more square metres or 10 or more dwellings (including conversion) where feasible) to meet at least the standard set by BREEAM or Code for Sustainable Homes (CSH) . Recent Government guidance has stated that this should be a minimum of CSH Level 4. A post construction review certificate will be required prior to occupation.

8.14 Policy EN5: Managing Flood Risk states that the Council will manage and mitigate flood risk

8.15 Policy H2: Policy to consider the merits of windfall housing development proposals on brownfield and greenfield sites.

8.16 Policy H4: Policy to achieve an appropriate Housing Mix on residential sites.

8.17 Policy H5 Policy which incorporates Targets and Thresholds for Affordable Housing.

8.18 Policy P10: Design states that:

New development for buildings and spaces, and alterations to existing, should be based on a thorough contextual analysis to provide good design appropriate to its scale and function.

New development will be expected to deliver high quality innovative design that has evolved, where appropriate, through community consultation and which respects and enhances the variety of existing landscapes, streets, spaces and buildings according to the particular local distinctiveness and wider setting of the place,

contributing positively towards place making and quality of life and be accessible to all.

8.19 Policy P11: Conservation states that development proposals will be expected to demonstrate a full understanding of historic assets affected. Heritage statements assessing the significance of assets, the impact of proposals and mitigation measures will be required to be submitted by developers to accompany development proposals.

8.20 Policy T1: Transport Management states that support will be given to the following management priorities:
c) To support wider transport strategy objectives for sustainable travel and to minimise congestion during peak periods.

8.21 **Leeds Unitary Development Plan Review Retained Policies**

8.22 Policy BD2 (Design and siting of new buildings)
Policy BD4 (All mechanical plant)
Policy BD5 (All new buildings and amenity)
Policy GP5 (All planning considerations)
Policy LD1 (landscaping schemes)

8.23 **Leeds Natural Resources and Waste DPD 2013**

8.24 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 land use, energy, coal recovery, drainage, and waste will be relevant to this proposal.

8.25 **Supplementary Planning Guidance**

8.26 Adopted Holbeck Urban Village Revised Planning Framework (February 2006).

8.27 Adopted Sustainable Design and Construction Supplementary Planning Document (August 2011).

8.28 Adopted Supplementary Planning Document 'Travel Plans' (February 2015)

8.29 Adopted Leeds Parking Supplementary Planning Document (January 2016). 8

8.30 **Other Material Considerations**

8.31 DCLG – Technical Housing Standards 2015 – Sets out internal space standards within new dwellings and is suitable for applications across all tenures. The housing standards are a material consideration in dealing with planning applications. The government's Planning Practice Guidance advises that where a local planning authority wishes to require an internal space standard it should only do so by reference in the local plan to the nationally described space standard. With this in mind the city council is currently developing a Leeds Space Standard for planning purposes. As the work is at an early stage within the local plan process, and is in the process of moving towards adoption, only limited weight can be attached to it at this stage.

8.32 The Draft Site Allocations Plan (SAP) identifies the site as being designated for a mixed use scheme (SAP reference MX1-15 205).

9.0 MAIN ISSUES

1. Principle of proposed development and the mix of uses.
2. The impact on the character and visual amenity of the host site, nearby listed buildings, the Tower Works site, Holbeck Urban Village and the Holbeck and Canal Wharf Conservation Area
3. Residential Amenity
4. Connectivity and Landscape Details
5. Vehicle parking and sustainable transport
6. Sustainability measures
7. Section 106 Legal Agreement
8. Affordable Housing

10.0 APPRAISAL

10.1 Principle of proposed development and the mix of uses

10.2 The proposal is for a mix of uses with the predominant use being residential. This would be accompanied by ground floor commercial and office space. The site is currently used as a surface car park. The proposed mixed use development would be compliant with the aspirations of the Core Strategy and relevant retained Leeds Unitary Development Plan policies and guidance given in the Holbeck Urban Village Revised Planning Framework, which encourage a mix of uses to ensure a wide range of activities in the area.

10.3 Objections received stated that the scheme did not create opportunities for supporting services to come forward, such as doctors or dentists. Whilst provision of these types of services is dependent on surgeries wanting to set up in the area, the Applicant has stated that they have no objection to adding this type of use to the mix. As such the mix of uses across the site has been revised to C3 (residential), A3 (Restaurant), B1 (office) and D1 (Clinics and health centres). The proposed range of uses would contribute to the ongoing creation of a vibrant and lively community in Holbeck Urban Village.

10.4 The proposal would result in the loss of 100 surface commuter car parking spaces (given consent in 1992 under planning application reference 99-20/82/92/OT). Objections have been received with regard to the loss of the car park and the impact this would have on the surrounding parking in Holbeck and the wider transport network. The Leeds Core Strategy car parking policies and the adopted Leeds Parking Supplementary Planning Document seek to restrict the growth of commuter car parking in favour of other more sustainable methods of transport. The surrounding streets are subject to widespread parking controls and the site is easily accessible by a variety of public transport modes, including the train station which is now accessible via its new southern entrance and the Park and Ride facility at Elland Road. As a result the reduction in commuter parking is compliant with policies and guidance, and the aims to encourage sustainable travel. .

10.5 The impact on the character and visual amenity of the host site, nearby listed buildings, the Tower Works site, Holbeck Urban Village and the Holbeck and Canal Wharf Conservation Area

- 10.6 The proposed development is intended to be a trio of contemporary buildings of a design which aims to be sensitive to the historic context within which it is to be located. The site is close to a number of listed buildings (including the Grade II* and Grade II towers of the adjacent Tower Works site and the Grade II Lock Keeper's Cottage) and the nearby Holbeck Conservation Area, as well as being in part of the Canal Wharf Conservation Area. The scheme aims to be responsive to this heritage rich setting in terms of its detailing and materials.
- 10.7 The layout of the scheme is in three blocks set within an area of hard and soft landscaped public realm. Block A sits the closest to the canal and is close to the Grade II Listed Lock Keeper's Cottage and Little Tower. Taking account of this setting the block would be stepped from 3 storeys close to the canal and listed cottage, to 6 storeys, with a maximum height of 13.350m at 3 storeys and 22.075m at 6 storeys (this is an increase of 400mm/825mm from the preapplication stage due to the need to increase the height of the pedestrian route under the building and to address required flood levels). This would allow the building to respond positively to the heights of the existing listed buildings in the vicinity. The southern part of the block would connect onto Block G of the adjacent Tower Works scheme (Block G is to be seven storeys at a maximum height of 27.8m), whilst maintaining the aforementioned pedestrian route through north to south under the building at ground floor level. Therefore, block A is considered by officers to be appropriately designed in respect of its stepped heights and massing.
- 10.8 Block B would be a triangular block positioned to the centre of the site. This block would also be close to the Grade II listed Little Tower on the adjacent Tower Works site. There are important key views of the tower from across Granary Wharf and as such the relationship of this block to the Little Tower is of importance. The scheme as proposed sets the overall height of the block at 23.175m with the inset top floors rising to 27.635m (the height of main building has increased by 100mm from the preapplication stage due to the need to address required flood levels). The top two levels of the building would be set back from the northern edge resulting in the creation of a breathing space for the Little Tower as viewed from the identified key points in Granary Wharf. These design elements combined with the gaps to be created between building blocks on both this scheme and the adjacent proposed Tower Works development (with the two blocks, G and J, to either side of the Little Tower in the Tower Works scheme being at maximum 27.8 m and 30.4m in height) would ensure that the Little Tower would not be unduly enclosed or screened on the key approaches from the east.
- 10.9 Block C would be positioned to the south of the site and would be connected to Block K of the adjacent proposed Tower Works scheme (with Block K being a maximum height of 25.4m) at upper levels via a glazed link. At ground floor level below this link the existing pedestrian route across the historic weigh bridge would be retained and enhanced. Block C would be the tallest of the three blocks being some 30.750m (the height has increased by 275mm from that shown at the preapplication stage due to the need to address flood levels). This block would accommodate eleven levels. Block C would be to the edge of the site where it meets the Hol Beck and beyond it, Water Lane. Contrary to the concerns of Historic England, officers consider that a taller building (at the maximum height proposed) can be accommodated at this gateway location as a result of refinements made to its detailing to address the massing. The top floors of block C have been set away from the boundary with the Tower Works site in order to protect the views from

David Street and reduce the impact on the setting of nearby listed buildings and the character of the adjacent Holbeck conservation area. The proposed building is considered by officers to be an appropriately scaled modern taller building in the immediate context which is already characterised by buildings of a mixture of heights including consented development proposals within Holbeck Urban Village.

- 10.10 The design and materiality of the three blocks is contemporary yet reflects the historic context in which they are proposed. As such the blocks would be predominantly red brick to reference the solid nature of the historic brick warehouse and mill buildings in the vicinity, with a recessed precast concrete banding. The brickwork would be articulated with 'hit and miss' patterning at ground floor levels for the car parking areas to Blocks B and C and at upper levels for areas requiring vents. In addition the units at ground floor level in both Blocks A and B would have full height glazing to create open attractive units which engage with their surroundings. Strong fenestration patterns occur across the design of all three blocks with windows being of generous dimensions, regularly aligned and ordered, as well being recessed to create shadow lines and visual detailing. Glazed and folded metal balconies would either be projecting or Juliette depending on their locations on the three blocks. At the upper level of Block B the top two floors are to be set in and treated with a lightweight metal standing seam cladding to reduce the visual mass at the top of the building. On Block C the top three floors are stepped away from the adjacent Tower Works site and the mass of these top levels is visually broken by the use of an inset area of metal standing seam cladding bookended by a full height run of brickwork.
- 10.11 The resulting scheme would produce buildings which on balance are considered to complement their surroundings and the nearby Listed Buildings in respect of the proposed materials, scale, form and architectural design. Therefore, whilst the blocks are tall they are designed in a manner that will allow them to respond sensitively and appropriately to the neighbouring listed and non-listed building, street scene and wider conservation area.
- 10.12 Residential Amenity
- 10.13 The proposal provides a good mix of accommodation types, with there being 121 one bedroomed apartments, 112 two bedroomed apartments and 17 three bedroomed apartments spread across the three blocks. Therefore, the scheme proposes 6.8% of the units contain 3 bedrooms. The relevant Core Strategy policy H4 on Housing Mix requires a minimum provision of 20% of units be provided containing 3 bedrooms across the Local Authority area. However, the policy does allow the Local Planning Authority to take into account the nature of the scheme as well as its location. It is the case that across the whole city centre, presently the provision of 3 bed units is 1% of the total stock of 11,000 units (i.e. approximately 110 apartments are currently 3 bedroom units). Given that this scheme is offering 17 three bedroomed units this scheme alone would provide the equivalent of 15% of the number of 3 bedroom units which currently exists across the whole city centre. In this context it is considered that the number of three bedroom units is justified and acceptable. The majority of the apartments have generously sized habitable rooms that provide above the level of floor area set out in the DCLG Technical Housing Standards. Seven apartments across the three blocks provide accommodation marginally below the space standards but would still provide a good standard of habitable rooms.
- 10.14 It is the case that some of the apartments will be single aspect. However, windows are generously sized to ensure adequate light and natural ventilation levels can be

achieved. Where the units in Block B face the nearby proposals on the Tower Works site, the windows will be angled with full height clear glazing facing and framing views of the Little Tower to the north, and full height opaque glazing to the panels of the window opening facing directly on to the adjacent Tower Works block, thereby protecting privacy but maintaining daylight levels.

- 10.15 The proposal is to be sited in a location surrounded by buildings already in use as commercial and office spaces, with residential buildings being further out. Block A would be at least 8 metres away from Lock Keeper's Cottage (currently in use as offices) to its east. At its closest Block B would be some 5.3 metres from the nearest office block proposed on the Tower Works site, a minimum of some 11.6 metres from the nearest building across Wharf Approach and approximately 13.8 metres from Lock Keeper's Cottage to the north. Block C would be at its minimum some 10.5 metres from the closest building across Wharf Approach and approximately 16 metres away from the nearest existing building to the south across Water Lane. These relationships are considered to reflect the existing tight urban grain of the area, and that of consented development and there would be no significant issues of overlooking or overbearance from the development in respect of other existing and proposed buildings in the vicinity.
- 10.16 Bearing in mind the above distances to other nearby existing buildings, the submitted sun path analysis shows that the scheme would overshadow some nearby buildings across Wharf Approach and Lockkeeper's Cottage later in the day and particularly in the autumn to winter months. However the buildings in question, including Lock Keeper's Cottage are commercial and office buildings and the impact would be for limited periods during the latter part of the day.
- 10.17 Objections received have raised the issue of a potential increase in litter. However it is considered that provided waste is appropriately stored and collected, then the proposals would have a negligible impact on the area in this respect. Any approval would be conditioned to ensure the submission and agreement of a waste and recycling management strategy.
- 10.18 Connectivity and Landscape Details
- 10.19 The site has an unusual curved shape which has informed the positioning of the blocks. Around these on the remaining land there are opportunities to create meaningful, usable public realm spaces, as well as connections into, and extensions of, existing pedestrian routes. The developer has in consultation with the Tower Works developer and Council officers sought to provide continuous and "seamless" pedestrian links with the emerging Towers Works proposals. The developer proposes a mixture of hard and soft landscaped treatment to these new routes, with ground level soft landscaped strips, ornamental grasses and wildflowers, as well as gabion walls filled with limestone. Timber benches would be set into a paving of granite flags.
- 10.20 A key principle is the retention and enhancement of the proposed pedestrian route that passes across the historic weigh bridge to the south of the site in the application reference 15/06498/LA. This will run under Block C and will be of a minimum width of 3.5 metres to allow it to be used as a shared pedestrian and cycling route.

- 10.21 The existing site has some 37 trees which will be removed for the creation of the scheme. 8 of these trees are already scheduled for removal due to the flood alleviation works required for the adjacent Hol Beck. Therefore, as part of this proposal the loss of the remaining 29 trees requires mitigation. Policy LAND2 states that for each tree removed for a development, three replacement trees will be required. The spaces available for replanting trees in the landscape scheme are limited on the site and Officers are still in the process of determining how many replacement trees can be provided on site. Dependent on the number the remainder of the obligation will be addressed via the provision of a commuted sum of up to £34,015 (which is a figure based on the nationally recognised CAVAT method for determining the value of trees) under the S106 legal agreement to be used by the Council for tree planting on nearby local authority owned land (in locations to be agreed with there being potential to site trees on a proposed area of public realm to the front of Temple Works at some point in the future).
- 10.22 In addition to the general landscaped areas more private residential amenity spaces are to be created in the form of roof terraces to Blocks A and C.
- 10.23 Vehicle parking and sustainable transport
- 10.24 The proposal focuses on promoting sustainable modes of transport via its submitted Travel Plan. However the Applicant also states that a low level of car parking is required on site. As such it's proposed to site 16 car parking spaces in the ground floor of Block B and 18 car parking spaces in the ground floor of Block C. Access to the car parking areas will be from Wharf Approach. In addition refuse collections and servicing will take place from a layby to be created to the Wharf Approach side of the site.
- 10.25 The proposed scheme also aims to provide 291 cycle parking spaces across the site, as well as creating cycling and walking routes through the site connecting Holbeck to the City Centre and connecting to the routes to be created in the adjacent Tower Works site.
- 10.26 Off site highways works required are the creation of new access points with dropped kerbs, the reinstatement of public footways at existing access points which will become redundant as a result of the development, footway resurfacing and the introduction of a speed table at the junction of Wharf Approach and Canal Wharf.
- 10.27 A Travel Plan has been submitted to promote sustainable modes of transport including, walking, cycling and the use of public transport. In addition, the Plan proposes the provision of residential travel information packs, the establishment of a resident's forum and encouraging car sharing. There will also be a requirement for the developer to contribute to as the provision of Leeds City Council Car Club provider free trial membership package of 2 year membership with a sum of £17,500 and to a sustainable travel fund with a sum of £42,650 for the provision of a sustainable travel incentives to encourage the use of public transport and other sustainable travel modes, such as discounted MetroCards personalised travel planning, cycle schemes, car sharing and walking / cycling promotion and/or further infrastructure enhancements. .
- 10.28 Sustainability measures
- 10.29 The scheme as proposed aims to achieve a very high standard of sustainability. This will be done by a wide variety of measures including;
Use of a brownfield site

Flexible ground floor spaces

Aiming for equivalent of Code for Sustainable Homes Level 4

Use of permeable paving

A Green Travel Plan

Timber to be obtained from renewable sources

The potential to integrate Passive Haus technologies and

The potential to install photovoltaics

Such measures would ensure the scheme's compliance with Core Strategy Policies EN1 and EN2.. A planning condition will be applied to allow further exploration of sustainability measures, such as the provision of green roofs, and to agree targets.

- 10.30 Objections received state that there will be an adverse impact on air pollution. The scheme is predominantly residential and other uses are not likely to be large producers of air particulates or creators of NOx and carbon emissions. The proposal would result in a reduction in car presence at the site and as such air pollution levels have the potential to fall rather than rise.

10.31 Section 106 Legal Agreement

- 10.32 A legal test for the imposition of planning obligations was introduced by the Community Infrastructure Levy Regulations 2010. These provide that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is -
- (a) necessary to make the development acceptable in planning terms,
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.
- 10.33 There is a requirement for the following obligations that sit outside the Community Infrastructure Levy regime:.
1. To control the detailing of the affordable housing arrangements outlined in paragraphs 10.35 and 10.36 below
 2. Access and maintenance of publicly accessible public realm areas.
 3. A contribution of £3,567 towards monitoring and evaluation of a Travel Plan
 4. A contribution of £17,500 for provision of a Car Club provider free trial membership package of 2 year membership with drive time and
 5. A contribution of £42,650 for provision of a Sustainable Travel Fund for sustainable travel incentives to encourage the use of public transport and other sustainable travel modes.
 6. A Traffic Regulations Order contribution of £15,000 is required, for changes to waiting restrictions and Park and display bays in the vicinity
 7. Employment and training opportunities for local people from the Leeds Wards Beeston & Holbeck, Middleton Park and City and Hunslet.
 8. A contribution of up to a maximum of £34,015 for the planting of trees within the wider Holbeck Urban Village, and potentially in an area of public realm which is to be created at a future date in front of Temple Works, to mitigate against the shortfall in replacement tree planting required in accordance with Policy LAND2.
- 10.34 The proposed obligations have been considered against the legal tests and are considered necessary, directly related to the development and fairly and reasonably related in scale and kind to the development. Accordingly this can be taken into account in any decision to grant planning permission for the proposals.
- 10.35 The development is Community Infrastructure Levy (CIL) liable and is likely to generate a CIL charge of £113, 685.00. CIL is generally payable on the commencement of development. The payment of CIL is not material to the

determination of the planning application. Accordingly, this information is presented simply for Members information.

10.36 Affordable Housing

10.37 The proposed housing would be a Private Rental Sector (PRS) scheme whereby the entire scheme is owned, operated and managed by one company rather than split into a number of individual landlords. There is a requirement for the provision of 13 (5%) affordable housing units, however the PRS model cannot operate if more than one provider/operator is involved in a scheme due to the funding requirements of operating as a PRS scheme, which are defined by there being only one owner/operator of the entire scheme.

10.38 Therefore the PRS residential part of the development is proposed to remain in the control of the applicant and the involvement of a Registered Provider is not possible in this situation due to the funding model used to finance the scheme. Therefore, the applicant will take on the role of the Registered Provider in accordance with a method of operation in line with the standard requirement of the L.C.C. Affordable Housing SPD. This will include the requirement to select tenant nominations from the City Council's Housing Register and a Local Lettings Plan (LLP) favouring those who live, work or have close family connections to Leeds and no history of anti-social behaviour. In addition, the units would be retained as affordable in perpetuity as the Right to Buy initiative would not be applicable to them. In these circumstances, and with the assurances offered by the signing of a S106 Agreement, this arrangement is considered to be acceptable.

11.0 CONCLUSION

11.1 On balance is considered that the proposed development would regenerate the site, with a high quality, appropriate development. The scheme would add vibrancy and vitality to the area. Consequently, the development would make a significant contribution to the renaissance of the immediate area and the wider Holbeck Urban Village. Therefore the proposal is considered to be acceptable and is recommended for approval.

Background Papers:

PREAPP/15/00277

16/01115/FU

Appendix 1

Proposed Conditions for Planning Application 16/01115/FU

- 1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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 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. Samples shall be made available on site prior to the commencement of building works, for inspection by the Local Planning Authority which shall be notified in writing of their availability. The building works shall be constructed from the materials thereby approved.

In the interests of visual amenity, in accordance with adopted Leeds UDP Review (2006) policy GP5 and the National Planning Policy Framework.

- 4) No building works shall take place until details and samples of all surfacing materials have been submitted to and approved in writing by the Local Planning Authority. The surfacing works shall be constructed from the approved materials.

In the interests of visual amenity, in accordance with adopted Leeds UDP Review (2006) policy GP5 and the National Planning Policy Framework.

- 5) No building operations shall be commenced until full details of the following have been submitted to and approved in writing by the Local Planning Authority-

(i) 1 to 20 scale drawings of the detail of roof line and eaves treatments, ground floor treatments, including ground floor unit frontages, car parking enclosures and entrance points

(ii) 1 to 20 scale section drawings of each type of window bay and balcony

(iii) 1 to 20 scale section drawings of all new external doors and entrances

(iv) 1 to 20 scale section drawings of the junctions of different materials

The works shall be carried out in accordance with the details thereby approved.

In the interests of visual amenity.

- 6) Notwithstanding the details shown on the approved Proposed Site Layout, development shall not commence until a revised Proposed Site Layout has been submitted to and approved in writing by the Local Planning Authority, demonstrating provision of disabled car parking (in accordance with current British Standard BS8300 unless otherwise agreed in writing). The agreed layout shall be implemented prior to occupation of any phase of the development.

To ensure the provision of disabled parking in accordance with adopted Core Strategy Policy T1.

- 7) No works shall begin on the relevant phase of development 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; and
- d) how this Statement of Construction Practice will be made publicly available by the developer.

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 residential amenity of occupants of nearby property in accordance with adopted Core Strategy Policy T1 and the National Planning Policy Framework.

- 8) Development shall not commence until a plan showing details of the proposed vehicular access to the site has been submitted to and approved in writing by the Local Planning Authority. The access shall be constructed as approved, prior to the first use of the site, and retained for the lifetime of the development.

To ensure the free and safe use of the highway in accordance with adopted Core Strategy Policy T1 and the National Planning Policy Framework.

- 9) Notwithstanding the details shown on approved plan ref XXXX, no development shall take place until a plan showing visibility splays of **** has been submitted to and approved in writing by the Local Planning Authority. The approved visibility splays shall be laid out to an adoptable standard prior to occupation and retained for the lifetime of the development.

To ensure the free and safe use of the highway in accordance with adopted Core Strategy Policy T1 and the National Planning Policy Framework

- 10) Notwithstanding the approved details, before development is commenced full details of cycle/motorcycle parking and facilities shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved cycle/motorcycle parking and facilities have been provided. The facilities shall thereafter be retained for the lifetime of the development.

In order to meet the aims of adopted Core Strategy Policy T1 and the National Planning Policy Framework

- 11) Development shall not commence until a plan showing details of dedicated space for loading, unloading and parking of service/delivery vehicles has been submitted to and approved in writing by the Local Planning Authority. This space shall be retained for the lifetime of the development.

To ensure the free and safe use of the highway in accordance with adopted Core Strategy Policy T1 and the National Planning Policy Framework.

- 12) Development shall not commence until a plan showing details and layouts of all vehicle parking and turning areas has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be implemented and parking made available for use prior to occupation of the development. The parking shall be retained for the lifetime of the development.

To ensure the free and safe use of the highway in accordance with adopted Core Strategy Policy T1 and the National Planning Policy Framework.

- 13) Development shall not commence until a survey of the condition of the vehicular highway within the application site, with any necessary mitigation works, has been submitted to and approved in writing by the Local Planning Authority. The approved mitigation works shall be fully implemented prior to occupation of the development.

To ensure the free and safe use of the highway in accordance with adopted Core Strategy Policy T1 and the National Planning Policy Framework.

- 14) Development shall not commence until details of access, storage, parking, loading and unloading of all contractors' plant, equipment, materials and vehicles (including workforce parking) have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be provided for the duration of construction works.

To ensure the free and safe use of the highway in accordance with adopted Core Strategy Policy T1 and the National Planning Policy Framework.

- 15) Development shall not commence until details of works comprising XXXX at location **** have been submitted to and approved in writing by the Local Planning Authority. The approved works shall be fully implemented prior to occupation.

To ensure the free and safe use of the highway in accordance with adopted Core Strategy Policy T1 and the National Planning Policy Framework.

- 16) No construction works shall take place before the hours of 8am Monday to Friday and 9am on Saturdays, nor after 6pm Monday to Friday and 1pm on Saturdays, or at any time on Sundays and Bank Holidays, unless otherwise agreed in writing by the Local Planning Authority.

In the interests of the residential amenity of occupants of nearby property and in accordance with UDPR Policy GP5.

- 17) The approved Phase I Desk Study report indicates that a Phase II Site Investigation is necessary, and therefore development shall not commence until a Phase II Site Investigation Report has been submitted to, and approved in writing by, the Local Planning Authority.

Where remediation measures are shown to be necessary in the Phase II Report 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.

- 18) 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.

- 19) 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.

- 20) Development shall not commence until full details of both hard and soft landscape works, including an implementation programme, have been submitted to and approved in writing by the Local Planning Authority. Hard landscape works shall include
- (a) proposed finished levels and/or contours,
 - (b) boundary details and 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 (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.),
 - (g) proposed and existing functional services above and below ground (e.g. drainage, power cables, communication cables, pipelines etc., indicating lines, manholes, supports etc.).
- Soft landscape works shall include
- (h) planting plans
 - (i) written specifications (including soil depths, cultivation and other operations associated with plant and grass establishment) and
 - j) schedules of plants noting species, planting sizes and proposed numbers/densities.

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 UDP Review (2006) policy GP5.

- 21) The landscape details to be submitted pursuant to condition 20 shall provide full construction details of tree pits and any raised planted areas to be provided in paved areas. These shall include:
- a) the depth and area of growing media;
 - b) specification of topsoils including additives and conditioners;
 - c) proprietary structures to support paving over extended sub-surface rooting areas
 - d) tree grilles and guards and means of anchoring root balls;
 - e) passive irrigation including directed use of grey water / roofwater or surface water;
 - f) active temporary irrigation systems, using mains water or filtered, re-cycled greywater, its application rate, distribution system and controls;
 - g) means of positive piped drainage of pits.

To ensure that the cultural requirements for viable landscape and tree establishment are integrated into the development scheme design and to accord with Core Strategy Policy P10. .

- 22) 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 prior to the occupation of the development. The landscape management plan shall be carried out as approved.

To ensure successful aftercare of landscaping, in accordance with adopted Leeds UDP Review (2006) policies GP5 and LD1.

- 23) No development shall take place until a scheme detailing the method of storage and disposal of litter and waste materials, including recycling facilities, has been submitted to and approved in writing by the Local Planning Authority. The details shall include a description of the facilities to be provided including, where appropriate, lockable containers, details of recyclable materials collection with timescales. The approved scheme shall be implemented before the development is brought into use and no waste or litter shall be stored or disposed other than in accordance with the approved scheme.

In the interests of residential amenity and to promote recycling, in accordance with adopted Leeds UDP Review (2006) policy GP5 and the adopted Supplementary Planning Document Building for Tomorrow Today 2011 and the National Planning Policy Framework.

- 24) No external storage of any commercial or residential refuse or recycling bins shall take place on any part of the site and internal bin store areas will be provided as part of the development.

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

- 25) Prior to the commencement of the superstructure of any individual block containing residential accommodation a scheme for protecting future occupiers of the proposed residential units from noise from the commercial uses within the proposed block, from nearby commercial premises and from railway and road traffic noise, shall be submitted to and agreed in writing by the Local Planning Authority.

The use of the block shall not commence until the agreed sound insulation works have been completed and any such noise insulation as may be approved shall be retained thereafter.

In the interest of residential amenity and to accord with saved Unitary Development Plan Review policy GP5 and the National Planning Policy Framework.

- 26) Plant and machinery operated from any commercial premises shall limit noise to a level at least 5dBA below the existing background noise level (L90) when measured at the nearest noise sensitive premises with the measurements and assessment made in accordance with BS4142:1997.

In the interests of residential amenity and in accordance with saved Unitary Development Plan Review policy GP5 and the National Planning Policy Framework.

- 27) 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, noise attenuation, and external appearance 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.

In the interests of amenity and visual amenity, in accordance with Saved Unitary Development Plan Policies GP5, BD2 and BD4, Leeds Core Strategy policy P10 and the NPPF.

- 28) The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) reference; GRW-ARP-ZZ-XX-RP-CD-00002, ARUP, 17 February 2016 and the following mitigation measures detailed within the FRA:

1. Finished floor levels for Building A are set no lower than 28.400mAOD.
2. Finished floor levels for Building B are set no lower than 27.400mAOD.
3. Finished floor levels for Building C are set no lower than 27.700mAOD.
4. Flood proofing for Building A is to be no lower than 29.350mAOD.
5. Building B's threshold is to be no lower than 28.400mAOD, as detailed in the FRA Section 8.1.2.
6. There is to be no habitable or 'more vulnerable' development on the ground floors of the development.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

To reduce the risk of flooding to the proposed development and future occupants and in accordance with the retained Leeds Unitary Development Plan Policy GP5 and the National Planning Policy Framework.

- 29) No development shall take place until details of the proposed means of disposal of surface water drainage, including the point(s) of connection, details of any balancing works, off-site works and the rates of discharge to the respective public sewers, have been submitted to and approved by the local planning authority. Furthermore, unless otherwise approved in writing by 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.

To ensure that no surface water discharges take place until proper provision has been made for its disposal and in accordance with the saved Leeds Unitary Development Plan Policy GP5 and the National Planning Policy Framework.

- 30) The development shall be constructed in accordance with the sewer diversion works submitted on drawing GRW-ARP-ZZ-XX-DR-CD-18303 (revision P01) dated 11/02/2016 prepared by Arup. Furthermore the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and the necessary works implemented prior to construction in the affected area(s), in order to allow sufficient access for maintenance and repair work at all times. The site shall be developed with separate systems of drainage for foul and surface water on and off site.

In the interest of satisfactory and sustainable drainage and in accordance with the saved Leeds Unitary Development Plan Policy GP5 and the National Planning Policy Framework

- 31) No development shall take place until details of the proposed means of disposal of foul water drainage for the whole site, including the point(s) of connection, details of any balancing works and off-site works, have been submitted to and approved by the local planning authority. Furthermore, unless otherwise approved in writing by the local planning authority, no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works.

To ensure that no foul water discharges take place until proper provision has been made for their disposal and in accordance with the saved Leeds Unitary Development Plan Policy GP5 and the National Planning Policy Framework

- 32) No building works shall take place until plans of the site showing details of the existing and proposed ground levels, proposed floor levels, levels of any paths,

parking areas and the height of any retaining walls within the development site shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in complete accordance with the details so approved and shall be retained thereafter as such.

To ensure that the works are carried out at suitable levels in relation to adjoining properties and highways in the interests of visual amenity and in accordance with retained Leeds Unitary Development Plan Review (2006) Policy GP5 and the National Planning Policy Framework.

- 33) Prior to the commencement of development of each phase an updated Sustainability Statement shall be submitted which will include a detailed scheme to demonstrate compliance with Core Strategy policies EN1 and EN2 and comprising:

(i) a recycle material content plan (using the Waste and Resources Programme's (WRAP) recycled content toolkit);

(ii) a Site Waste Management Plan (SWMP),

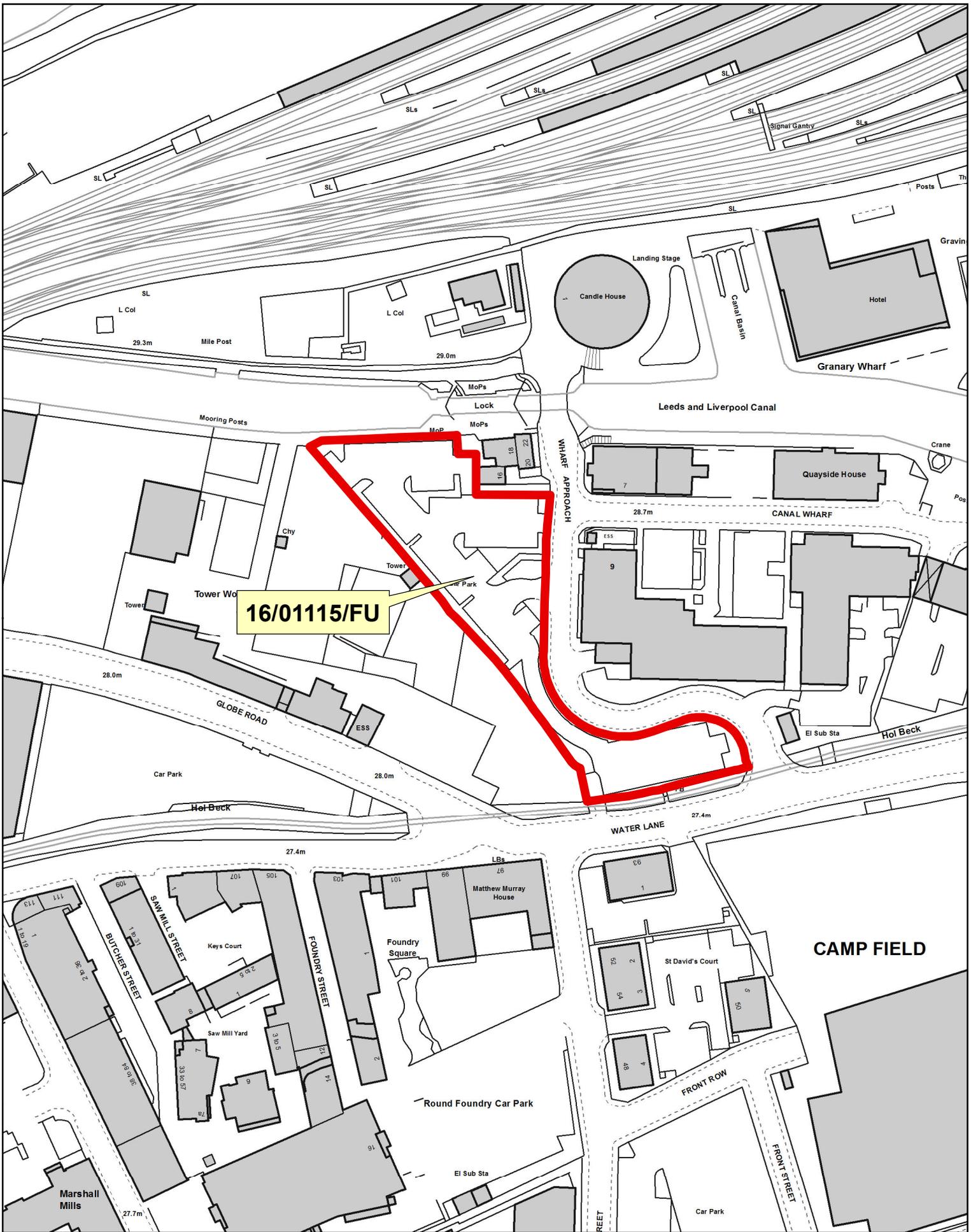
Within 6 months of the first occupation of each phase a post-construction review statement for that phase shall be submitted and approved in writing by the Local Planning Authority;

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 Core Strategy Policies EN1 and EN2, Leeds Sustainable Design and Construction SPD, the Holbeck Urban Village Revised Planning Framework, and the NPPF.

- 34) Notwithstanding the details on the hereby approved plans, and prior to commencement of the construction of the development details, including the number to be agreed and locations, of electric car charging points within the car parking areas shall be provided. The electric car charging points so approved shall be made available prior to first use of the relevant part of the development and thereafter maintained.

In the interests of highway safety, sustainable transport and in accordance with the National Planning Policy Framework 2012 and Policies T2 of the Core Strategy and Policy GP5 of the Leeds Unitary Development Plan Review.



16/01115/FU

CITY PLANS PANEL

