



## Report of the Chief Planning Officer

### CITY PLANS PANEL

18<sup>th</sup> AUGUST 2016

**Pre-application presentation of proposed residential-led development comprising five towers ranging from 12 to 41 storeys, ground floor commercial uses and new public realm, New York Road, Bridge Street, Gower Street and Regent Street, Leeds 2 (PREAPP/15/00782)**

**Applicant – Ultra Asset Holdings Ltd.**

#### Electoral Wards Affected:

City and Hunslet

Yes Ward Members consulted

#### Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

**RECOMMENDATION: This report is brought to Plans Panel for information. The Developer will present the details of the scheme to allow Members to consider and comment on the proposals at this stage.**

### 1.0 Introduction

- 1.1 This presentation is intended to inform Members of the emerging proposals for the second phase of development on the former British Gas office site located between Bridge Street, Gower Street, Regent Street and New York Road. The site was vacated in the early part of the Twenty-First Century and the buildings have remained vacant since that time until the majority were demolished earlier this year.
- 1.2 In 2011 planning permission was granted for a mixed use redevelopment of the entire site comprising four tall towers located above two separate lower rise podiums. This planning permission remains extant.
- 1.3 The site was acquired by a consortium of Singapore investors in summer 2015. Emerging proposals for the site were presented to City Plans Panel in March 2016, albeit the focus of the presentation was on the first phase of development, a proposed hotel. On 7<sup>th</sup> July 2016 City Plans Panel deferred and delegated approval

of the planning application for the hotel. Planning permission was subsequently granted for the hotel development on 4<sup>th</sup> August 2016.

- 1.4 The presentation relates to the intended later phase of the development, a residential-led scheme comprising 775 residential apartments, 342 car parking spaces and new public realm. The development would involve 5 new towers ranging from 12 to 41 storeys in height and a new public route across the site linking Bridge Street and Regent Street.
- 1.5 This phase of the development would come forward in a series of sub-phases, responding to construction considerations and to the market. Once complete the redevelopment of this brownfield site has the potential to play a key role in physically and economically regenerating the area and reconnecting neighbourhoods north of York Road (A64) with the City Centre.

## **2.0 Site and surroundings**

- 2.1 The site is located towards the northern fringe of the designated city centre on land bordered by Bridge Street, Gower Street, Regent Street and New York Road. The body of the site as a whole is effectively rectangular in shape measuring approximately 140 metres x 70 metres (approximately 1.27 hectares). Levels tend to fall gradually from the highest point in the north-west corner towards the east (Regent Street). The site was formerly used by British Gas and was primarily used for offices. Other than for a period of unauthorised commuter car parking the site was vacant for several years. Buildings were primarily located around the periphery of the site with 2 and 3 storey buildings fronting Gower Street and Bridge Street, and a 10 storey tower positioned above a 3 to 4 storey podium at the corner of New York Road and Bridge Street. The majority of these buildings have been demolished during recent months leaving the remaining tower and podium which are to be converted into a hotel.
- 2.2 Existing buildings along New York Road to the west of the site include Crispin House apartments (Grade II listed), 5-7 New York Road (currently being converted into apartments and Baker House (self-storage). Other buildings in close proximity to the north of the site, including those on the north side of Gower Street, are more typically 2 to 3 storeys in height, such as Crown Buffet restaurant in the former Leeds Board School, although beyond Byron Street contemporary residential and commercial buildings are more commonly 5 to 9 storeys in height. Properties on the east side of Regent Street around Mabgate are generally 2 to 3 storeys in height, including the retail warehousing on the north side of Gower Street.
- 2.3 The Inner Ring Road/York Road (A64M) passes the site at an elevated level to the south of New York Road which falls eastwards towards Regent Street. Together, the heavily-trafficked roads present a significant barrier. Pedestrian access via Bridge Street and Eastgate (north) / Regent Street to and from the city centre is currently achieved beneath unwelcoming bridged structures by reason of their poor surface finishes, inadequate lighting and narrow footways. Low rise residential accommodation is situated at Ladybeck Close to the east of Bridge Street on the southern side of the Inner Ring Road. The west side of Bridge Street, predominantly used for surface car parking, will ultimately be redeveloped during Phase 2 of the Victoria Gate development.

## **3.0 Proposals**

- 3.1 The site can be divided into four principal components:

- Those buildings flanking New York Road on the southern edge of the site. These comprise the approved hotel (up to 14 storeys) and a new 12 storey (c.40 metre tall) residential building situated between the eastern end of the hotel range and the junction of New York Road and Regent Street;
- 4 towers positioned perpendicular to and abutting Gower Street. Moving from west (Bridge Street) to east (Regent Street) the towers would be 17 storey (c.55 metres tall), 41 storey (c.129 metres tall), 31 storey (c.98 metres tall) and 21 storey (c.68 metres tall). These buildings would accommodate a total of 706 residential apartments. Across the development as a whole 475 units would be single dwellings (61%); there would be 272 two bedroom dwellings (35%); and 28 would be 3 bedroom dwellings (4%). The towers would be separated by areas of private amenity space.
- An area of public realm linking Bridge Street to Regent Street between the linear buildings on the southern flank of the site and the towers to the north. The central portion of the space would be raised a storey above ground level accessed by steps and a lift at both ends.
- The development would sit above a basement parking and servicing level other than in the area of the retained buildings. Vehicular access would be from a point mid-way along Gower Street. There would be three levels of parking above the basement on an increasingly reduced footprint. 342 parking spaces are identified.

#### **4.0 Relevant planning history**

4.1 Planning permission was granted in May 2011 for the redevelopment of the site (reference 08/01948/FU). None of the existing buildings would have been retained. The scheme comprised 4 slender towers ranging in height from 23 to 40 storeys, located above 3 and 4 storey podiums. Each of the four towers was positioned at a slightly different orientation to form a shallow curve. Approximately 25 per cent of the total developable site area was allocated for ground level external public space; additional tree planting was to have been delivered along Regent Street; and a contribution was to have been made towards improvement of off-site greenspace. The top of the main podium, almost 0.5 hectares in extent, was also to have been landscaped and used as private amenity space. A three-storey car park and service area was intended beneath ground level.

4.2 The approved uses comprised:

- 4049m<sup>2</sup> of bulky goods retail warehousing
- 228m<sup>2</sup> of ancillary A1 retail
- 3427m<sup>2</sup> of D1/D2 “healthy-living” uses
- 204 bed hotel
- 99 serviced apartments and 108 long-stay hotel rooms
- 636 residential apartments including 15% affordable housing

4.3 Planning permission for phase 1 of the development, the hotel, was granted on 4<sup>th</sup> August 2016 (16/02252/FU).

#### **5.0 History of negotiation and engagement**

5.1 Pre-application discussions regarding the current proposals commenced in late 2015. A number of design meetings have been held involving both the developer’s team and officers from Planning, Design and Highways.

5.2 The current proposal was presented at pre-application stage to City Plans Panel on 24<sup>th</sup> March 2016 following a site visit albeit the focus of the presentation was on the first phase of development, the proposed hotel. In respect of the second phase Members commented that:

- Should any towers be constructed the developer should give consideration to the impact they would have on wind in the area;
- The impact on Regent Street and how the public realm spaces should be addressed;
- That this was a noisy part of the city and that this would need to be considered in the design of the buildings; and
- Initial observations regarding the emerging masterplan for the site were that 39 storeys was too tall and that the full scheme looked over intensive.

5.3 Since initial submission the scheme has evolved through an iterative process. In particular revisions have been made to the arrangement of the towers, the massing of the proposed building in the south-east corner of the site, and extent and position of active uses alongside areas of public realm.

5.4 The developer held a public consultation event on 20<sup>th</sup> July 2016.

## **6.0 Consultation responses**

6.1 Councillor Nash commented upon the proposal as originally submitted (the tallest tower was located adjacent to Regent Street). Councillor Nash stated that the tower does seem rather high compared with the surrounding area and that wind issues need to be examined.

6.2 LCC Highways - The proposals don't yet address the practicalities of delivery and servicing. The impact on on-street parking bays and potential for loss of revenue also needs to be considered. The buildings at lower level have been set back at the corner of Gower Street and Regent Street and New York Road and Regent Street to provide wider footways. Part of the area beneath the building will need to be dedicated as highway to preserve continuous adopted footway around the site.

6.3 Environment Agency – Part of the site lies within flood zone 3. A detailed flood risk assessment will be required. Finished floor levels should be set a minimum of 600mm above the highest recorded flood level or modelled level plus a further 300mm for flood proofing. There must be no increase in surface water runoff from the site and attenuation and storage should be provided. Sustainable drainage systems are promoted. Flood resilient or flood proof construction techniques are advocated.

6.4 Historic England – the proposed towers could have an impact upon heritage assets over a wide area which should be analysed as part of the Environmental Statement.

6.5 LCC Flood Risk Management - Flood Zone 3 extends within the site while parts of the western boundary along Bridge Street fall within Flood Zone 2. A flood risk assessment would be required to determine the finished floor/ basement entrance level of the redeveloped site to reduce the risk of flooding from these surrounding areas during extreme rainfall events. Above ground sustainable drainage systems should preferably be used to control surface water run-off from the site.

6.6 LCC Contaminated Land Team – the site has historically been the subject of a potentially contaminative land use. As such, a phase 1 desk study would be required in support of the application. Depending on the outcome of the phase 1, a phase 2 site investigation and remediation statement may also be required.

6.7 LCC Nature Conservation - there are no significant nature conservation concerns.

## **7.0 Policy**

### **7.1 Development Plan**

7.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of decision making, the Development Plan for Leeds currently comprises the following documents:

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

### **7.2 Core Strategy (CS)**

7.2.1 Relevant Core Strategy policies include:

Spatial Policy 1 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 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; and improving connections between the City Centre and adjoining neighbourhoods.

Spatial Policy 7 sets out the spatial distribution of the district wide housing requirement between Housing Market Characteristic Areas. The site is in the City Centre with a requirement to provide 10,200 units (2012-28)

Spatial Policy 11 includes a priority related to improved facilities for pedestrians to promote safety and accessibility, particularly connectivity between the edges of the City Centre and the City Centre itself.

Policy EC3(A) states that the change of use of sites last used for employment to town centre uses will only be permitted where (i) the proposal would not result in the loss of a deliverable employment site or (ii) existing buildings and land are considered to be non-viable in terms of market attractiveness, business operations, age, condition and/or compatibility with adjacent uses; or (iii) the proposal will deliver a mixed use development which continues to provide for a range of local employment opportunities and would not undermine the viability of the remaining employment site.

Policy CC1 outlines the planned growth within the City Centre for 10,200 new dwellings, supporting services and open spaces. Part (b) encourages residential development, providing that it does not prejudice town centre functions and provides a reasonable level of amenity for occupiers.

Policy CC3 states new development will need to provide and improve walking and cycling routes connecting the City Centre with adjoining neighbourhoods.

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 identifies affordable housing requirements. According to the policy, the affordable housing requirement would be 5% of the total number of units, with 40% for households on lower quartile earnings and 60% for households on lower decile earnings.

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 that development protects and enhance the district's historic assets in particular, historically and locally important buildings, skylines and views.

Policies T1 and T2 identify transport management and accessibility requirements to ensure new development is adequately served by highways and public transport, and with safe and secure access for pedestrians, cyclists and people with impaired mobility.

Policy G5 requires commercial developments over 0.5 hectares in the City Centre to provide a minimum of 20% of the total site area as open space.

Policy G9 states that development will need to demonstrate biodiversity improvements.

Policies EN1 and EN2 set targets for CO<sup>2</sup> reduction and sustainable design and construction, and at least 10% low or zero carbon energy production on-site.

Policy EN5 identifies requirements to manage flood risk.

### **7.3 Saved Unitary Development Plan Review policies (UDPR)**

#### **7.3.1 Relevant Saved Policies include:**

BD2 - New buildings should complement and enhance existing skylines, vistas and landmarks.

Policy BD5 states that a satisfactory level of amenity for occupants and surroundings should be provided.

LD1 - Sets out criteria for landscape schemes.

### **7.4 Natural Resources & Waste DPD 2013**

7.4.1 The plan sets out where land is needed to enable the City to manage resources, such as 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, land contamination and flood risk are relevant to this proposal.

7.5 Other material considerations

#### 7.5.1 **National Planning Policy Framework (NPPF)**

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.
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling.

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. A safe and suitable access to the site should be provided (para 32). 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).

#### 7.6 **Relevant Supplementary Planning Guidance includes:**

SPD Tall Buildings Design Guide  
SPD Parking  
SPD Street Design Guide  
SPD Travel Plans  
SPD Building for Tomorrow Today: Sustainable Design and Construction  
SPG City Centre Urban Design Strategy  
SPG3 Affordable Housing and the interim affordable housing policy  
SPG Neighbourhoods for Living

#### 7.6.1 Tall Buildings Design Guide SPD (TBDG)

The guide provides design guidance on the location, form and appearance sustainability, micro-climate and public realm of tall buildings, so that they can be successfully integrated into the environment and contribute to the changing skyline. The strategic principles to be taken into account are to:

- Locate tall buildings in the right place, to integrate them into and make them compatible with their surroundings.
- Enhance skylines, views and settings. Protect and preserve areas of special character and interest, principal views across the city and the historic skyline.

- Ensure that new tall buildings have a good relationship with the street, movement patterns and transport facilities, creating high quality public space at the same time.
- Ensure that tall buildings assist in the legibility of the city and contribute strongly to a sense of place.
- Make tall buildings environmentally sustainable and operational.
- Promote the highest design quality for tall buildings and their composition resulting in a distinctive, recognisable, skyline.

It is essential that appropriate risk assessment and quantitative analysis is carried out to demonstrate that tall buildings will not produce harmful effects on pedestrians, cyclists or vehicles. The study will also need to demonstrate that appropriate mitigation measures have been applied where comfort and safety criteria are not met.

The TBDG identifies potential opportunity areas for tall buildings taking into account more sensitive areas such as the setting of listed buildings and conservation areas, together with existing infrastructure and tall buildings. The site is located on the edge of the eastern gateway into the city and the approved scheme is identified on the “Opportunities” plan.

## 7.7 Mabgate Development Framework (2007)

The Framework aims to ensure that the following issues are addressed

- Conservation of the area’s historical and industrial legacy and maintaining its distinct sense of place.
- Recognition of the important economic function that the area can play in supporting mixed and sustainable communities.
- Avoidance of conflict between residential and existing and potential employment uses.
- Promotion of residential uses as part of mixed use developments with active ground floor uses.
- Improvement of pedestrian links through the Mabgate area to improve connectivity from the City Centre to the communities of Lincoln Green, Burmantofts and Harehills.
- Ensuring that new developments contribute to the environmental improvement of the area.

## 7.8 Site Allocations Plan

- 7.8.1 The site is identified in the Publication Draft of the Site Allocations Plan for housing with a potential to accommodate 636 units within the first phase of sites to be released for housing (HG1-247).

## 7.9 The Leeds Standard and the DCLG Technical Housing Standards

The Leeds Standard sets out the importance of excellent quality housing in supporting the economic growth ambitions of the Council. The Leeds Standard sizes closely reflect the Government’s Technical Housing Standards – Nationally Described Space Standard which seek to promote a good standard of internal amenity for all housing types and tenures. Whilst neither of these documents has been adopted as formal planning policy in Leeds given their evidence base in

determining the minimum space requirements they are currently used to inform decisions on the acceptability of development proposals.

## **8.0 Issues**

Members are asked to comment on the proposals and to consider the following matters:

### **8.1 Principle of the development**

8.1.1 The previous use of the site as British Gas offices ended over twenty years ago and there has been minimal investment in the buildings since that time. Buildings around the site boundary have recently been demolished leaving the office tower and podium, and a neighbouring building on New York Road (which is due to be demolished in the near future). There has been no commercial interest in utilising the office space which does not meet current requirements whilst there remains significant, undeveloped, office accommodation in the area, such as at Quarry Hill.

8.1.2 The phase 2 proposal is for a predominantly residential development. The Core Strategy, saved policies of the Unitary Development Plan Review and the National Planning Policy Framework all support the principle of residential development within the designated City Centre providing that it does not prejudice town centre functions and provides a reasonable level of amenity for occupiers.

8.1.3 In addition to the phase 1 hotel, phase 2 of the scheme also includes ancillary retail space, cafes and offices located in areas intended to animate the development. Again, such uses accord with local and national planning policy.

### **8.1.4 Do Members consider that the proposed uses are acceptable in principle?**

### **8.2 Design and townscape considerations**

8.2.1 The site is located at a transitional position at the gateway to the city centre and is especially prominent on approaches to the city centre along York Road from the east. The condition of the site has deteriorated during recent years and presently has a detrimental impact upon the character and appearance of the area.

8.2.2 The massing of the current scheme has evolved from the extant planning permission primarily so as to provide a built buffer between the noisy environment associated with York Road / New York Road and the site itself. Additionally, the change in the policy context is such that large scale retail warehousing is no longer an integral requirement of the development.

8.2.3 It is intended that the towers would be seen as a continuation of the northern string of taller buildings situated along the route of the Inner Ring Road, such as Broadcasting Place, Sky Plaza and CLV tower, noted within the Tall Buildings Design Guide. The site also sits at a low point within the city such that height of the towers in long-distance views is offset to an extent by its location.

8.2.4 During the course of pre-application discussion the proposed placement of the towers on the northern side of the site has been reviewed and revised. The former office tower which has permission for conversion into a hotel in the south-west corner of the site is 14 storeys. The podium of the hotel linking the hotel tower to the new building at the junction of Regent Street would be 4 storeys, kept lower than other buildings along this part of New York Road in order to enable the public realm

and buildings to the north to benefit from natural daylight and also so as not to disrupt the composition of the taller towers.

- 8.2.5 The proposed building in the south east corner of the site addresses the junction of New York Road and Regent Street. The location of the building would help to provide an improved environment to the remainder of the site. It would also enable and help to define an improved entrance to the east end of the public realm. At 12 storeys it would be similar in height to those buildings proposed to the south of York Road on the Quarry Hill frontage and would also be comparable with the approved hotel to the west.
- 8.2.6 On the north side of the public realm the arrangement of buildings involves the towers stepping up from 21 storeys at the junction of Regent Street and Gower Street, and continuing to step up along Gower Street to 31 storeys and 41 storeys, before dropping back down to 17 storeys at the junction of Gower Street and Bridge Street, a height not dissimilar to the proposed hotel tower. The scale of the buildings is comparable to the approved scheme in which the buildings ranged from 23 to 40 storeys in height.
- 8.2.7 At a more local level it is proposed that the towers on the north side of the site emerge from bases which are intended to respond in scale and materiality to the existing buildings situated to the west of the site between New York Road and Trafalgar Street. These elements of the buildings would have a masonry façade, deep openings and be of a human scale and grain. The upper volumes are likely to utilise an aluminium and glass façade within a vertically expressed grid, and are designed to present an elegant composition.
- 8.2.8 **Do Members agree that the massing of the buildings, subject to detailed design, is appropriate?**

### 8.3 Public realm and permeability

- 8.3.1 Historically, there has been no public access across the site that was enclosed by a range of buildings constructed up to the back edge of the footway. The extant planning permission identified a new pedestrian route running at grade alongside New York Road, then running diagonally between the two podiums towards the junction of Regent Street and Gower Street. The retention and extension of the buildings flanking New York Road make this approach, which involved significant technical challenges in retaining New York Road, undeliverable.
- 8.3.2 The proposed public realm is a largely linear strip running directly north of the proposed hotel between Bridge Street and Regent Street. In this location it has the advantage over the earlier permission of being an extension to the alignment of Trafalgar Street to the west. At its narrowest point towards the centre the route would be approximately 10 metres wide, a similar width to Trafalgar Street but it would be wholly pedestrianised. Both Bridge Street and Regent Street entrances into the public realm would open out into wider plaza areas. A palette of high quality natural materials, with street trees, planters and water features are proposed. The servicing requirements, particularly of the hotel, are such that the central segment of the public realm rises by a storey to enable access to be achieved to the hotel beneath it. A cascade of steps would be reinforced by lifts at either end to make the route more accessible.
- 8.3.3 The pedestrian footway on Gower Street would be widened, providing the potential opportunity for some street trees outside business start-up units proposed fronting

that street, alongside entrance lobbies and site management areas. Uses at pedestrian level around the entirety of the site are intended to animate the built edges of the development. At the Bridge Street end a café and small retail unit would face the principal hotel entrance across the public realm. A similar arrangement is intended at the Regent Street end where a café and retail unit would sit either side of the arrival space. Hotel bedrooms would look over the heart of the public realm opposite a series of business start-up units, and terraced landscaped areas and green walls.

8.3.4 Areas of private, communal garden space are proposed at level 3 between the towers on the north side of the development. Planting will be more domestic in scale with areas of seating and shade. The communal areas would be enclosed by planting to reduce the impact upon private terraces intended around the towers. Further areas of private terracing are intended at level 14 to top the surrounding bases of the tower buildings.

8.3.5 **Do Members support the emerging approach to the public realm within the site?**

8.3.6 The lighting and walling in the Bridge Street underpass is to be improved as part of the first phase of the development. Equally, the environment beneath the A64, linking Regent Street and Eastgate North to the south east of the site, requires significant improvement to make this an attractive route for pedestrians. There is an opportunity to provide an improved pedestrian environment by means of better lighting and surfacing adjacent to the existing LCC Cleansing depot. Subject to ensuring that the functions of the depot are not compromised or an alternative location is provided for these functions then it is considered appropriate and reasonable for this development to fund the pedestrian connectivity improvements to better serve the residents of the site.

8.3.7 **Do Members support the requirement for improvements to be made to the A64 underpass immediately to the south east of the site?**

#### 8.4 Wind

8.4.1 The intended height of the buildings is such that wind issues need to be considered in detail in the design of the development. The applicant is fully committed to undertake the necessary assessments and has appointed wind engineers to study the potential impacts. The studies will need to take into account the varying and cumulative impacts that may arise depending upon the sequence in which the towers are constructed. The results of preliminary analysis identify the need for the provision of some form of mitigation within a central part of the public realm. It is likely that a canopy will be introduced within this area in order to ensure appropriate conditions are delivered.

#### 8.5 Residential amenity and mix

8.5.1 The current proposals identify 775 residential apartments comprising the following components:

- 475 one bedroom apartments
- 272 two bedroom apartments
- 28 three bedroom apartments

- 8.5.2 All apartments would meet or exceed the targets identified in the Leeds Standard and National Standards. The apartments would also benefit from internal areas of dedicated communal space at level 03, together with areas of external private amenity space situated between the towers. Designs for these spaces are currently emerging.
- 8.5.3 The floorplan of the apartments has not been fixed but it is evident that if the Leeds Standard is attained good quality daylighting should be achievable. The internal arrangement enables the majority of apartments to have an uninterrupted outlook to the north or south. Further, even where apartments are situated towards the centre of the tower footplate the minimum separation is approximately 18m such that the main aspects from the accommodation within the towers would be of a good standard.
- 8.5.4 Policy H4 of the Core Strategy seeks to ensure that new housing is of a range of types and sizes to meet the mix of households expected over the Plan period, taking account of preferences and demand in different parts of the city. With this in mind the Policy is worded to offer flexibility. 475 units would be single dwellings (61%); there would be 272 two bedroom dwellings (35%); and 28 would be 3 bedroom dwellings (4%). This would provide a greater percentage of smaller units than the policy targets. The applicant intends to provide a housing needs' assessment with the application to demonstrate that the accommodation mix is appropriate for the locality.
- 8.5.5 **Do Members have any comments on the emerging housing mix at this stage?**

#### Conclusion

- 8.6 Members are asked to note the contents of the report and the presentation, and are invited to provide feedback on the issues outlined below:

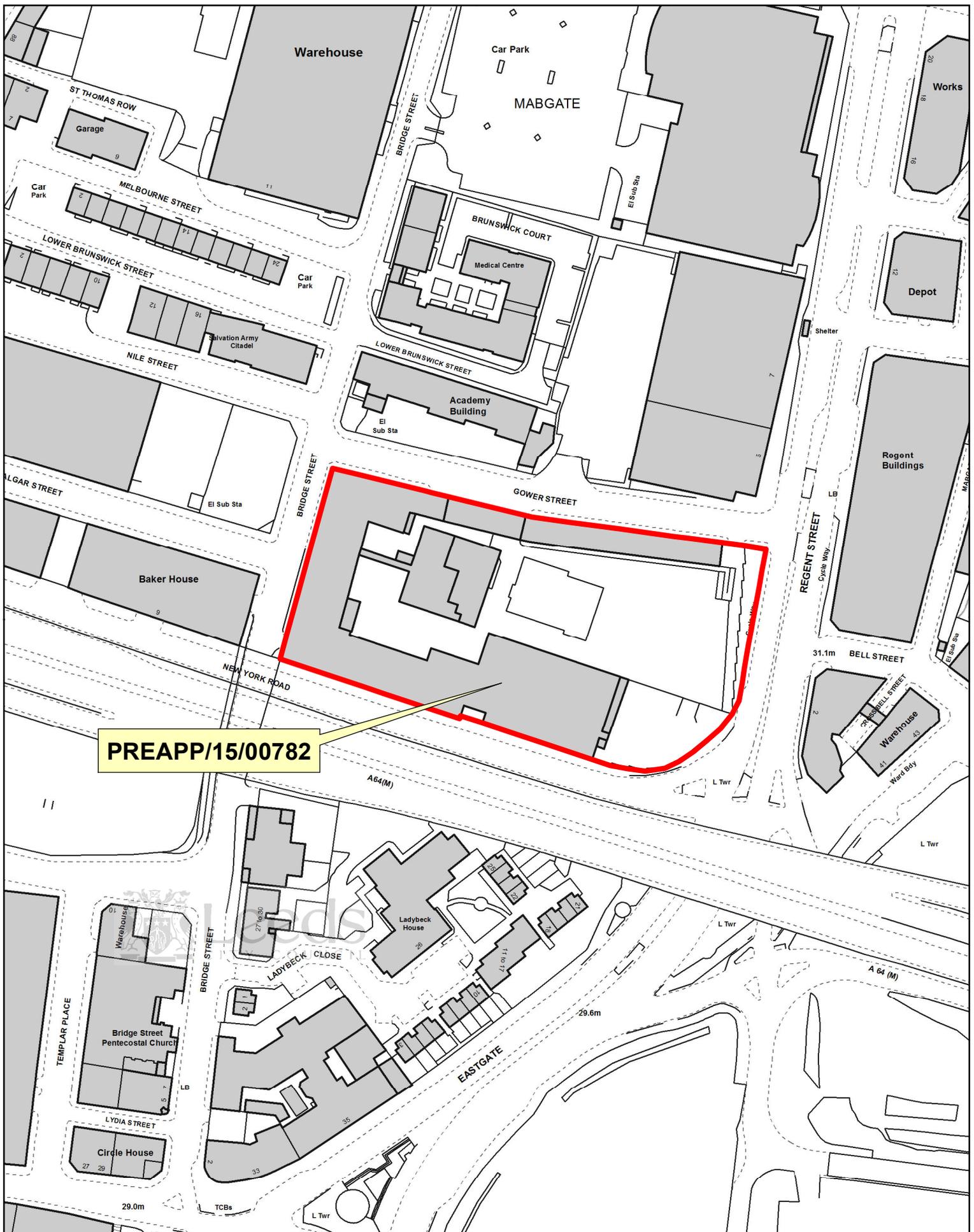
**Do Members consider that the proposed uses are acceptable in principle?  
(7.1.4)**

**Do Members agree that the massing of the buildings, subject to detailed design, is appropriate? (7.2.8)**

**Do Members support the emerging approach to the public realm within the site? (7.3.5)**

**Do Members support the requirement for improvements to be made to the A64 underpass immediately to the south east of the site? (7.3.7)**

**Do Members have any comments on the emerging housing mix at this stage?  
(7.5.5)**



**PREAPP/15/00782**

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