



Report of the Chief Planning Officer

NORTH AND EAST PLANS PANEL

Date: 1st December 2016

Subject: 15/06002/FU – Demolition of existing mill buildings and construction of 228 new apartments in 5 buildings at Hilltop Works, Buslingthorpe Lane, Chapeltown, Leeds

APPLICANT

Stage One Development and Partners

DATE VALID

26th October 2015

TARGET DATE

Electoral Wards Affected:

Chapel Allerton

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: DEFER and DELEGATE approval to the Chief Planning Officer subject to the following conditions and the prior completion of a section 106 Agreement to cover the following:

- 12 Affordable Housing units to be provided on site,
- Local Employment and Training opportunities
- Public Transport Ticketing for initial occupiers
- Travel Plan monitoring fee
- That the developer will not seek adoption of the internal roads under the Highways Act other than the limited amount required to form the access off Buslingthorpe Lane
- Private Management Agreement for the future maintenance of the internal access roads

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

- 2 Plans to be approved
- 3 Submission of materials, including surfacing materials
- 4 Details of Off Site Highway works to Buslingthorpe Lane to include 20mph speed limit and traffic management/calming measures including any necessary street lighting improvements and supporting stage 1/2 safety audits.
- 5 Recording of Industrial Archaeological remains to be carried out and made publically available.
- 6 Submission of and implementation of a bird and bat roosting scheme
- 7 Provision of EV charging points
- 8 Drainage conditions
- 9 Standard Land Contamination Conditions
- 10 No allocation of parking spaces to any particular units
- 11 Landscaping scheme to be submitted and implemented
- 12 That where re-building is necessary in relation to the cottages, stone wall and chimney structure original materials shall be used where possible
- 13 The submission of materials to supplement any shortfall in relation to re-built structures using original materials on site.
- 14 Submission of a site management plan to cover operation of traffic management, management of landscaping and communal open spaces.
- 15 Submission of current and proposed site levels and finished floor levels.

1.0 INTRODUCTION

- 1.1 Members will recall at their meeting on 30th June 2016 officer brought a report so that Members could make their views known to the developers regarding the proposal. The result was a position statement that gave guidance to officers and the developers regarding the proposed development of this site. In addition many of the principles of the development of this site were agreed at that Plans Panel meeting and so the intention of this report is to update Members and to deal with the revised and additional information/proposals that's have arisen since that meeting.
- 1.2 Since that time Officers have been working with the developer to bring the proposal to a position that is suitable for determination by Plans Panel taking into account their comments.
- 1.3 At that meeting members resolved;
 - that they had no objection to the principle of residential development on this site,
 - that a solely flatted/apartment type development was appropriate,
 - that the housing mix on offer was agreeable,
 - that the scale of the development was appropriate, including the degree of subservience of the southern blocks in relation to the northern blocks and the increase in height over and above the existing buildings was acceptable, however concern was raised in relation to the relationship of the northern block to the retained high stone wall and a request was made that this be addressed,
 - that the design of the buildings on the site were in and of themselves appropriate taking into account the 'retention' of the cottage buildings at the western end of the site. Also that the scheme represented a positive impact on the character of the Conservation Area,

- that the position of Members regarding the loss of the buildings be reserved pending the submission of further information justifying their loss,
- that the position of Members was reserved regarding the levels car parking provision and it was also resolved that the provided car parking needed to be useable,
- that the on-site Green Space provision is adequate notwithstanding the requirements of Policy G4 of the Core Strategy,
- that the terraced form of space between the blocks and the more informal space to the south of the proposed blocks provides sufficient types of Green Space for future occupiers of the development,
- that the projected levels of daylight and sunlight penetration into the site is acceptable. That a caveat be noted regarding the distances between the retained stone wall and properties facing north,
- that the proposed content of the Sec 106 Agreement was suitable,
- that clarity be sought as to who would be responsible for maintain green space and access arrangements.

1.4 This resolution was made by Members in the absence of any clarity in regards to many highway matters including the adequacy of the means of access, visibility splays and parking and servicing provision which have been the issues surrounding the negotiations since the position statement report was brought to Plans Panel in June.

2.0 PROPOSAL

2.1 The proposal was detailed to Members in the June report and for the sake of brevity it is not re-reported here and a copy of that report is attached for ease of reference for Members regarding the background details.

2.2 However one significant difference between the proposal since the June meeting is that the scheme now incorporates a single vehicular access point at the western end of the site. It is unclear exactly why the shared access with the adjoin site has been abandoned and there are many factors which may have influenced the decision to change the proposal from a dual access site to a single access site, however this change has had some limited implications on the proposal that are discussed in more detail in the body of the report.

2.3 The changes in summary are;

- the re-alignment of the western access road to form a 90 degree junction with Buslingthorpe Lane,
- the need to demolish and re-build the cottages at the western end of the site to ensure adequate visibility along Buslingthorpe Lane,
- the provision of a turning space within the site adjacent to Block C,
- the provision of turning space adjacent to block E,
- the use of the underground car parking for residents to gain access to the eastern end of the site,
- the need for an internal management system to prevent the “free use” of the access road that crosses the Green Space central to the site retaining it only for service and larger vehicles,
- the removal of units in block B at ground level (Buslingthorpe Lane level) and their replacement with additional car parking,
- reduction in the overall height proposed for the retained stone wall at the eastern end of the development,

- rebuilding of the cottages both for structural reasons but also to allow for the achievement of adequate visibility due to new access arrangement.

2.4 The implications of each of these changes will be discussed in the Main Issues section of this report.

3.0 SITE AND SURROUNDINGS:

3.1 Members are referred to section 3.0 of the attached report

4.0 RELEVANT PLANNING HISTORY and HISTORY OF NEGOTIATIONS:

4.1 Members are referred to section 4.0 of the attached report with the addition of the report to Plans Panel of the earlier scheme on 30 June 2016 where Members gave a Position Statement guiding the developers and officers to the scheme currently under consideration through continued negotiations.

5.0 PUBLIC/LOCAL RESPONSE:

5.1 The revised drawings submitted as a result of the discussion held with the developers since June, and taking into account Members comments at that meeting, were advertised by site notice dated 21st October 2016. Time given for comment was till 4th November 2016. No additional comments over and above those already reported to Plans Panel in June have been received.

6.0 CONSULTATIONS RESPONSES:

6.1 Additional Consultations that have been undertaken since June include:

Highways – Pedestrian infrastructure along Buslingthorpe Lane is poor with a substandard footway along Buslingthorpe Lane. It is recommended that given the change in use on the site and changing character of the area that the footway width is increased to 2.0 m by widening into the site. This would require the existing boundary wall to be taken down and rebuilt on a new alignment. This matter is discussed in the Main Issues section of the report

6.2 Conservation – Negotiations are still under way in respect of the information contained in the NPPF justification for the loss of buildings on this site. The applicants have submitted structural and financial justifications however there has been insufficient justification as required by the NPPF as to the potential impact of the present buildings on site and their subsequent loss to the character of the Conservation Area. An oral update will be provided at the Plans Panel meeting

English Heritage – Maintain objection to scheme due to lack of information as reported earlier, however an additional heritage report has been submitted and is to be assessed by Conservation Officers as referenced above.

7.0 PLANNING POLICIES:

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for Leeds

currently comprises the Core Strategy, saved policies within the Leeds Unitary Development Plan (Review 2006) and the Natural Resources and Waste Development Plan Document (2013).

7.2 Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a statutory duty upon the decision maker to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area. Similarly, Section 16(2) of the same Act imposes obligations on those considering whether to grant listed building consent for development or works that affect a listed building. In such cases, it is necessary to have special regard to the desirability of preserving the building or its setting or any feature of special architectural or historic interest which it possesses.

7.1 The Core Strategy, saved policies in the UDPR and the Natural Resources and Waste DPD is the development plan for the whole of the Leeds district. Planning proposals must be made in accordance with the development plan unless material considerations indicate otherwise.

Core Strategy:

H2 – Housing on None allocated sites

H3 – Density and Residential Development

H4 – Housing Mix

H5 – Affordable Housing

H8 – Housing for independent Living

P10 – Design

P11 – Conservation

P12 – Landscape

T2 – Accessibility requirements and new development

G2 - Creation of New Tree Cover – Seeks to protect ancient and Veteran Trees.

G4 New Green Space Provision

G9 – Biodiversity improvements

UDPR:

GP5 – Requirements of development proposals

BD2 – Design and siting of new buildings

BD5 – New buildings and amenity both their own and that of their neighbours

N25 – Development and site boundaries

The advice contained in the Councils SPG – Neighbourhoods for Living is also considered relevant to this development proposal.

The contents of the SPD – Street Design Guide is also considered to be relevant. The contents of the Parking SPD – Leeds Parking Policy is relevant

7.2 The Neighbourhoods for Living SPG lays down guidance as to the suitable level of amenity space that should ordinarily be provided for residential developments, As a general rule this level of provision is indicated at a minimum of 25 percent the gross internal floor space for flatted/apartment type dwellings. This is in addition to the requirements of the Green Space provision required under policy G4 of the Core Strategy.

National Planning Policy

7.3 The National Planning Policy Framework (2012) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the

Government's requirements for the planning system. The National Planning Policy Framework must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.

- 7.4 The introduction of the NPPF has not changed the legal requirement that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The policy guidance in Annex 1 to the NPPF is that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. The closer the policies in the plan to the policies in the Framework, the greater the weight that may be given accordingly, it is considered that the local planning policies mentioned above are consistent with the wider aims of the NPPF.
- 7.5 Sections 6 Delivering a wide choice of high quality homes, 7 Requiring good design of the NPPF is relevant to the consideration of this application, 11 Conserving and enhancing the natural environment, and 12 Conserving and enhancing the historic environment are relevant to this proposal.

DCLG - Technical Housing Standards 2015

- 7.6 This document sets internal space standards within new dwellings and is suitable for application 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 the Leeds Standard. However, as the Leeds Standard 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.

8.0 MAIN ISSUES

1. Issues of amenity raised by Plans Panel in June
2. Impact on Character of Conservation Area
3. Highways Issues

9.0 APPRAISAL

Issues of amenity raised by Plans Panel in June

- 9.1 Members will recall that the relationship between certain north facing properties in Block B and the retained stone wall were of significant concern due to the relatively close relationship of habitable room windows to the inside face of the upper parts of that stone wall which from the Buslingthorpe Lane side provides a significant historic feature to the street scene. The wall is one of three significance assets that have been identified as requiring retention in order to maintain the Character of the Conservation Area and thus comply with the statutory minimum requirement of maintaining said character. As submitted, the full present height of the wall was shown as retained and in order to help off-set the adverse impact of the wall on those properties it was proposed to insert 'gaps' into it so that the height was maintained but the impact of a solid structure close to the habitable rooms of those properties was minimised.
- 9.2 The argument that the amenity space afforded the few units on the north facing side of this block was additional to the communal amenity space that the rest of the

development enjoyed was not accepted as strong enough to offset the concern raised. Therefore in negotiations with the developers it has been agreed to the reduction in height of this wall slightly and the incorporation of car parking at the Buslingthorpe Lane level which will not require the insertion of windows into this part of the wall.

9.3 The reduction in height significantly improves the relationship between the wall and the windows to the habitable rooms whilst maintaining its visual dominance in the Street. It is clear from an inspection of this stone wall that it has evolved over the period of time that the site has developed for industrial purposes therefore the loss of part of the height for the benefit of future occupiers of the flats in Block B can be accepted.

9.4 A cross-section showing the relationship of this part of the proposal will be displayed

Impact on Character of Conservation Area

9.5 At the time of reporting on the Position Statement, the applicants had submitted a technical justification for the loss of the present structures on site but they had not submitted a justification in accordance with the NPPF which assessed the impact on the character of the Conservation Area of the loss of so much of the buildings and structures. This has now been rectified and whilst the finding of the Heritage Statement does not conclude that the retention of the buildings on the site is of paramount importance to the character of the Conservation Area it does acknowledge that there is a need for there to be an archaeological record made during site clearance.

9.6 The report also recognises the attempts made at retention of the three key features of the majority of the high stone wall at the back of pavement on Buslingthorpe Lane, the 'retention' of the cottage buildings to the west of the site and the 'retention' of the chimney structure. The retention of the wall and the chimney have always been considered to be the minimum that any development is required to achieve with the 'retention' of the cottages being bolstered by the comments of Historic England seeking to maintain some clues as to the evolution of the site's industrial heritage.

9.7 Other impacts on the Character of the Conservation Area that have changed since the earlier report relate to the acceptance in the decrease in height of the stone wall on the Buslingthorpe Lane frontage and that the three main elements of retention will more than likely be re-builds using as much of the re-usable materials presently found on site as is possible. What this does allow for in relation to the cottages at the western end of the site is the slight setting back of their walls from their current location on Buslingthorpe Lane to achieve necessary visibility splays for the proposed 20mph speed limit along the site frontage. (see highways section below). This loss of current line along the Buslingthorpe Lane frontage is considered minimal and one that will not have an adverse impact on the character of the Conservation Area at this point.

9.8 The high stone wall at the eastern end of the site has always had a degree of doubt about its ability to be utilised 'as is' and that it is going to form an integral part of the structure of the buildings particularly Block B means that its dismantling and re-construction is necessary. The re-use of the materials within the existing structure plus the use of imported materials to the site will result, it is considered, in an acceptable impact on the character of this part of the Conservation Area. In addition to this, its slight reduction in height, to accommodate the concerns of Members in relation to the amenity of future occupiers, and the re-instatement as a result of this

to a solid feature will enhance the character of this part of the Conservation Area over and above the earlier compromise that was suggested by the developer.

- 9.9 The third element is the chimney and it is unclear at this stage whether this structure simply needs maintenance to render it safe in its new residential environment or if this too will require re-building. However once again, the careful use of existing materials will ensure that the impact of the chimney on the character of the Conservation Area will be maintained. Conditions to this effect are recommended to be imposed should planning permission be forthcoming.

Highways Issues

- 9.10 At the time of the earlier report, most of the Highways issues had not been resolved. These centred around;
- The inadequacy of the parking provision
 - The suitability of the means of access
 - The modelling of trip rates to the site and their impact on the junction of Buslingthorpe lane and Scott Hall Road
- 9.11 Following the submission of additional information and clarity between some of the documents submitted by the applicants initially, it is considered that subject to a condition restricting the allocation of specific car parking spaces to specific apartments and that all car parking will be available for use by anyone occupying and/or visiting the site the level of off street car parking is considered acceptable given the drop in unit numbers from the initial 268 units down to 228 now proposed. This is also coupled with the 100% provision of cycle storage space.
- 9.12 The adequacy of the means of access to the site is the largest single alteration since the proposal was reported to Plans Panel previously. The applicants have opted to go for a single point of vehicular access at the western end of the site, near to the cottage type properties. The internal access road is of an unconventional design which has been developed to respond to constraints within the site. As a consequence the layout is not to the council's adoptable standard. However, whilst the site will essentially be a private driveway serving 228 units, a private management agreement will be required ensuring that future maintenance is carried out and that responsibility will not fall to the highway authority in the future. It is proposed that the detail of this agreement is secured through the S106 agreement. The applicants have been made aware that at no time will the Council consider adoption of the road-way into the site and with the present configuration this would not be a possibility anyway due to normal vehicular access through to the eastern part of the site being via the underground car park under blocks A and B.
- 9.13 The switch from a dual access point to a single access point has solved a particular issue in that it simplifies access at the Scott Hall Road end of the site which was complicated by its close proximity to this traffic light controlled junction and its even closer proximity to the junction of Buslingthorpe Lane and Scott Hall Drive. However it has meant that the nature of the access at the western end of the site needed to be better modelled and that achievement of adequate visibility is essential. It has also introduced the need for a 20 mph speed limit along the entire site frontage be introduced which will assist in producing a safer pedestrian environment. The implications for the need for a proper full sightline is discussed in the section on the character of the Conservation Area which it is concluded will be negligible but will require the re-building of the outer walls of the cottages if not the whole structures. As detailed in the consultations section of the report, Highways have recommended

that the footway along the Buslingthorpe Lane frontage be widened to 2m by widening into the site. Widening the footway into the carriageway is not possible as the road width is also narrow. Widening of the footway would therefore require the existing stone wall to be taken down and rebuilt at a new back of footway. The request, to have the footway widened to 2.0 metres has been considered by officers and on balance it is considered that it would provide an 'over-engineered' solution that would be detrimental to the character of the Conservation Area. This part of the site is in the northern most section of the Conservation Area and the stone wall with what is essentially the original footpath is very reminiscent of the industrial heritage that the remainder of the development is seeking to preserve and enhance. As part of the negotiations of the scheme agreement to the reduction of the speed limit along this part of Buslingthorpe Lane has been secured which in itself will afford a greater degree of safety for pedestrian and given that it is considered overall footfall along Buslingthorpe Lane will not materially increase, along the entire length of the site frontage due to the provision of a pedestrian access point midway along the site frontage, and that a percentage of pedestrian movement will leave the site to travel in the Meanwood Road direction that an acceptable compromise has been reached.

- 9.14 A further implication of the single access point has been the need for clarity regarding the management of traffic flows through the site. Highways officers are content with the ability for domestic scale vehicles to safely use the underground car park as the through route for the site. This is required as if general traffic was allowed free reign to access the eastern part of the site through the open space it would render the usability of the central part of the open space significantly less attractive and significantly less safe. To this end the central amenity space area that will have a 'roadway' passing over it will be used by vehicles such as refuse wagons, (probably on a weekly basis), emergency vehicles, (on an occasional basis), and larger delivery vehicles (such as removal vans, and larger deliver vans that will not be able to access the car park area due to headroom restrictions). Some form of physical barrier operated from within a concierge will be required for this to operate efficiently and the submission of the final scheme can be conditioned to ensure the implementation of such a scheme and protect the open space provision within the site.
- 9.15 The internal roads will not be constructed up to adoptable standards. Partly due to the nature of the access through the site (using the underground car park) and partly due to the requirements that the development respect the Character of the Conservation Area and adoptable standard roads would result in a vastly over-engineered solution to the sites access arrangements. It is considered that this issue be dealt with through the inclusion of a clause in the section 106 agreement that the developer agrees not to pursue the adoption under the Highways Act of any roadway within the site other than that part required to form the access point off Buslingthorpe Lane. The section 106 will also detail a Private Management Agreement for the future maintenance of the internal access roads.

10.0 CONCLUSION

- 10.1 The proposal before members is considered to be an acceptable development subject to the safeguards recommended in the conditions and the proposed content of the Sec. 106 Agreement, and subject to the applicant submitting a valid statement on the impact of the proposal on the Character of the Conservation Area in accordance with the requirements of the NPPF it is considered that the scheme is acceptable.

Background Papers:

Previous Report to Plans Panel 30th June 2016 (attached)

Application files: 15/06002/FU

Certificate of ownership: Certificate B Signed Owner is Wayleave Operations of
Middlesbrough

APPENDIX 1



Originator: Glen Allen

Tel: 0113 2478023

Report of the Chief Planning Officer

NORTH AND EAST PLANS PANEL

Date: 30th June 2016

Subject: APPLICATION 15/06002/FU – Planning Application for Demolition of existing mill building and construction of 228 new apartments in 5 buildings at Hilltop Works, Buslingthorpe Lane, Chapeltown, Leeds.

APPLICANT

Stage One Development and Partners

DATE VALID

26th October 2015

TARGET DATE

25th January 2016

Electoral Wards Affected:

Chapel Allerton

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

POSITION STATEMENT

Members are requested to note this report on the proposal and give views in relation to the questions posed in the conclusion to aid progression of the application

1.0 INTRODUCTION

1.1 This application has been submitted following the submission of a Pre-Application submission in 2013 where advice was issued by officers as to the proposal then placed before them for comment. The application lies in the Buslingthorpe Conservation Area and forms part of a site identified for housing purposes on the emerging Site Allocations Plan.

3.0 PROPOSAL

2.1 For the ease of reading this report has simplified the orientations of the units into North-South-East and West. The actual orientations are NE-SW-SE-NW but it was

considered that it would make the reading of this section, in particular, arduous so where reference is made to north facing, the actual orientation is closer to north East etc. (this variation is important when it comes to assessing the amenity implications of the units).

- 2.2 The proposal seeks the substantial demolition of the existing buildings on site with the exception of the existing stone wall that lies on the back edge of pavement on Buslingthorpe Lane, the chimney that is a highly prominent feature of the existing site from over a wide vista from the City, and the 'cottage type' buildings to the western end of the site. (However and subject to further findings, these structures may require careful removal and re-building).
- 2.3 The layout proposed consists of two buildings close to the northern most boundary of the site. This boundary meanders with the flow of Buslingthorpe Lane and so the distance of the two blocks from the retained stone wall varies along its length. Following negotiations with the applicants the 'ground floor' level of block B on the Buslingthorpe Lane side incorporates car parking behind the retained stone wall with garden terraces on its roof for the benefit of occupiers of the north facing flats at first floor level. Holes are shown punched in the higher parts of that wall to improve amenity for occupiers of those particular flats who habitable room windows would otherwise be in close proximity to the high stone wall. Block A incorporates the retained Chimney as a feature on its southern elevation and the 'cottage type' buildings on the western boundary. They are 6 (Block A) floors and 5 (Block B) floors tall respectively. They are both broadly on an 'L' shaped foot print.
- 2.4 Continuing Clockwise around the site, the next block is block D. this is a more regular rectangular shape with single aspect units on the south side of the block at ground floor level whilst the north side of the block, the elevation facing into the site, contains the entrance lobby and under-croft car/cycle parking provision. The block is four storey's high with first second and third floors all having north and south facing single aspect units.
- 2.5 The next Block is block C which exhibits a 'H' shaped footprint and due to its location on a steeply sloping part of the site the floor layouts are slightly more complex. The ground floor level has only south facing units as the north aspect of this part of the building is the slope of the hill upon which the site lies. First floor therefore has south facing units above those mentioned above, and on its north side the first floor which appears as ground floor from inside the site contains under croft car/cycle parking. Pedestrian access is from the side of the building and the upper three floors second – fourth contain units that are single aspect and face either a north or south orientation.
- 2.6 The final block is block E which again is a simple rectangular footprint although not as regular as block D and this has single aspect units on each side of the block facing either north or south.
- 2.7 The various properties have balconies, some of which are walk on balconies, others are Juliette balconies. The top floor of each block is a recessed 'penthouse' type level containing the units. In the original submission there was a small percentage of the units that did not meet the National Technical Housing Standards (albeit there were also a number that exceeded the standards), in these revised plans each unit, as a minimum, meet those National Standards with 21 units exceeding them.

2.8 In terms of the breakdown of 'housing mix' the present proposals provide the following:

1 Bed	52 Units	Representing 22.8% of the total
2 Bed	140 Units	Representing 61.4% of the total
3 bed	36 Units	Representing 15.7% of the total

4.0 SITE AND SURROUNDINGS:

- 3.1 The site is situated in what presently is an area of the city that is somewhat run down and devoid of much investment. The site forms part of a wider site that has been identified in the emerging Site Allocations Plan as suitable for housing development but identifies this application site with the site to the south which is under separate ownership and which together as a whole forms an inverted 'L' shaped site on the Allocations Plan.
- 3.2 The site slopes steeply upwards generally from the south west to the north east so that the Buslingthorpe Lane part of the site represents the highest point of the site. To the south east and west are other commercial buildings in various degrees of use and/or decay. Due north of the site the on the opposite side of Buslingthorpe Lane the land continues to rise steeply with residential development off Scott Hall Drive being the only other type of development in the near vicinity.
- 3.3 Within the site the present buildings are located along the northern boundary and are attached to the high stone wall and rise above it until a gap appears which has been constructed from what appears to be a much lower stone wall with a more modern breeze block wall behind it before an older Victorian building which constitutes the proposed location of the second access point to the development at the junction of Stonegate (private road?) and Buslingthorpe Lane. As stated in the introduction it is proposed to demolish all of these buildings.

4.0 RELEVANT PLANNING HISTORY & HISTORY OF NEGOTIATIONS:

- 4.1 PREAPP/08/00382 – Residential Development comprising circa 700 apartments. This quantum of development was considered far too excessive for the site and further negotiations led to the designation of the Buslingthorpe Conservation Area seeking which sought to preserve and enhance the industrial heritage of the area.
- 4.2 PREAPP/13/00830 – A formal response by officers was issued to the agents which identified that the principle of residential development of the site was acceptable, recognition that the existing buildings on site are in a poor condition but that the site does make a positive contribution to the Character of the Conservation Area and that as an absolute minimum the chimney and stone wall along Buslingthorpe Lane would need to be retained once justification for the demolition of the buildings was demonstrated.
- 4.3 It was highlighted to the agents that the site is prominent and that whilst any development proposals would not necessarily need to be inconspicuous the then proposed scale of development should be reduced in scale. (the proposals under this PREAPP consisted of five blocks of apartments arranged in a not dissimilar pattern to the present proposal varying over 5 and 6 storey's in height). That scheme proposed 249 units.

- 4.4 Advice was also given that the external appearance of the units ought to better reflect the historic mill nature of the site rather than late 20th early 21st Century apartment buildings. General advice on the outlooks for future occupiers of the units was given and the agents were advised to submit a drawing that indicates the levels of shadows/sunlight penetration in any future submission.
- 4.5 Concern was also expressed over the levels of amenity space that it might be possible to provide and that whilst it was accepted that the requirements of ¼ of the Gross internal floor space was unlikely to be met that some indication of the level of open space for amenity purposes should be made.
- 4.6 Various Highway concerns were raised with the developers including issues such as junction distances, sightlines, form of access including kerb radii and pedestrian provision and the agents were informed of an improvement line along Buslingthorpe Lane itself that seeks to provide carriageway widening, footpath provision and street lighting upgrades. The agents were also informed that a Transport Assessment (TA) a Travel Plan and a contribution to Public Transport improvement would be required with any future submission.
- 4.7 The setting of the development was also commented upon with particular attention drawn to the green backdrop afforded the site by the increasing rise in land to the north. They were advised that this should be maintained and not broken by overly tall buildings. Finally advice on Land contamination and the required contents of any future application was given.

5.0 PUBLIC/LOCAL RESPONSE:

- 5.1 The application has been advertised by site notice and newspaper advert. The time for comment to these forms of publicity expired on 7th December 2015 with 2 response being received:
- 5.2 Leeds Civic Trust give general support to the proposal but consider the character of the area would be better maintained if some of the smaller historic buildings could be retained as well as the stone wall and chimney. They also consider an archaeological watching brief condition should be imposed on any approval.
- 5.3 The Victorian Society note the proposals including the retention of the chimney and boundary wall and urge appropriate investigations be carried out before new building work commences in respect of the potential remains for former leather workings and other industrial processes.
- 5.4 Following the submission of amended drawings a further round of publicity has been undertaken with time for comment expiring on 3rd June 2016. This has resulted in a further comment/objection from Leeds Civic Trust expressing concern as to what will happen to the retained works 'cottage' at the western end of the site, and that they are still of the opinion that more retention of the existing buildings could take place and they note the concerns of Historic England.

6.0 CONSULTATIONS RESPONSES:

- 6.1 **Coal Authority** – No objection subject to the imposition of an informative highlighting the developer's responsibility should workable coal be discovered during development of the site.

- 6.2 **Contaminated Land Team** – No objection subject to the imposition of conditions and informatives.
- 6.3 **Mains Drainage** – No objection subject to the imposition of conditions.
- 6.4 **Transport Policy Environment and Housing** – No objections in principle but require the provision of EV charging points – The number of these EV charging points relates to how and if the spaces are allocated to the individual units of accommodation.
- 6.5 **Nature Conservation** – No objections subject to conditions relating to bat and bird roosting opportunities.
- 6.6 **Conservation** – Strongly objects to the extent of loss of buildings, considers that the loss of the buildings will constitute significant harm and should be justified against Paragraph 133 of the NPPF.
- 6.7 **Highways** – Concerns with; Positioning of vehicular access point, Need for a comprehensive access solution that does not compromise access of the remainder of the site (that part of the SAP identification under separate ownership), Provision of adequate parking provision, a robust assessment of traffic generation potential for the site, the findings of which will determine access design. It is considered that from a transportation perspective the site is in a sustainable location, the proposed access road through the site could not be adopted as it is not designed to a recognisable standard street type, details of service and emergency access arrangements required, 143 car parking spaces considered too few for 269 units, vehicle trip rates used in Transport Assessment considered too low and survey data missing from the Transport Assessment making verification of that document impossible. The need for off-site highway works (Highway improvement line and junction geometries), will be informed by the Transport Assessment, but cannot yet be defined as the TA is not verified or agreed with.
- 6.8 **Landscape** – A detailed landscape scheme is needed to ensure maximum impact of the development of this site.
- 6.9 **Travelwise** – Requires the payment of a Travel Plan review fee and the provision of Public Transport Ticketing to be secured under a section 106 agreement, Conditions relating to Cycle parking, EV charging points and Travel Plan. Provision of one cycle space per unit to be provided.
- 6.10 **Policy Team** – Site should provide a minimum density of 40 dwellings per Hectare. As submitted it provides 215 dwellings per hectare so exceeds this requirement. The housing mix does not meet the necessary criteria and therefore a re-balance of the 3, 2 and 1 bedroom units should be sought. 13 affordable housing units should be provided for and secured through a section 106 agreement. Developments of 50 or more dwellings should make provision for encouraging independent living. Whilst in this scheme this does not extend to the provision of ‘sheltered housing’ it should be evidenced that the dwellings are not only built to nationally prescribed minimum standards but go beyond these minimum standards in order to improve the quality of life and living environment for disabled people and older people. New green space provision should be made given the scale of the development however it is accepted that due to the nature of the site and development in this instance it is unlikely to be in the form of on-site provision. Therefore an off-site contribution figure should be provided which is equivalent to £849,033.

- 6.11 **West Yorkshire Archaeological Services** – Recommends that the proposal is refused as it will cause harm to the significance of the Conservation Area, otherwise a condition should be imposed on any approval requiring an appropriate level of archaeological and architectural recording prior to and during demolition and development of the site.

7.0 **PLANNING POLICIES:**

- 7.1 The Core Strategy, saved policies in the UDPR and the Natural Resources and Waste DPD is the development plan for the whole of the Leeds district. Planning proposals must be made in accordance with the development plan unless material considerations indicate otherwise.

Core Strategy:

H2 – Housing on None allocated sites

H3 – Density and Residential Development

H4 – Housing Mix

H5 – Affordable Housing

H8 – Housing for independent Living

P10 – Design

P11 – Conservation

P12 – Landscape

T2 – Accessibility requirements and new development

G2 - Creation of New Tree Cover – Seeks to protect ancient and Veteran Trees.

G4 New Green Space Provision

G9 – Biodiversity improvements

UDPR:

GP5 – Requirements of development proposals

BD2 – Design and siting of new buildings

BD5 – New buildings and amenity both their own and that of their neighbours

N25 – Development and site boundaries

The advice contained in the Councils SPG – Neighbourhoods for Living is also considered relevant to this development proposal.

The contents of the SPD – Street Design Guide is also considered to be relevant.

The contents of the Parking SPD – Leeds Parking Policy is relevant

- 7.3 The Neighbourhoods for Living SPG lays down guidance as to the suitable level of amenity space that should ordinarily be provided for residential developments, As a general rule this level of provision is indicated at a minimum of 25 percent the gross internal floor space for flatted/apartment type dwellings. This is in addition to the requirements of the Green Space provision required under policy G4 of the Core Strategy

National Planning Policy

- 7.4 The National Planning Policy Framework (2012) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system. The National Planning Policy Framework must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.

- 7.5 The introduction of the NPPF has not changed the legal requirement that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The policy guidance in Annex 1 to the NPPF is that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. The closer the policies in the plan to the policies in the Framework, the greater the weight that may be given accordingly, it is considered that the local planning policies mentioned above are consistent with the wider aims of the NPPF.
- 7.6 Sections 6 Delivering a wide choice of high quality homes, 7 Requiring good design of the NPPF is relevant to the consideration of this application, 11 Conserving and enhancing the natural environment, and 12 Conserving and enhancing the historic environment are relevant to this proposal.

DCLG - Technical Housing Standards 2015

- 7.7 This document sets internal space standards within new dwellings and is suitable for application 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 the Leeds Standard. However, as the Leeds Standard 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.

8.0 MAIN ISSUES

1. Principle of Residential Development and Mix of Units
2. Scale, Design and Impact on Character of Conservation Area
3. Archaeology
4. Highways
5. Quality of Residential Environment
6. Planning Obligations

10.0 APPRAISAL

Principle of Residential Development and Mix of Units

- 10.1 The site is allocated on the UDPR as part of the existing supply of employment land which until the Site Allocations Plan is progressed further is still the allocated land use in the Local Plan. However as mentioned earlier, the site has been identified in the emerging Site Allocations Plan for residential purposes which Members will be aware is in its early stages.
- 10.2 As originally submitted the development was at a density of 215 units per Hectare, the policy minimum is 40 dwellings per hectare, and proposes wholly flatted types of accommodation, however within this there is a mix of size of units consisting of 1, 2 and 3 bed units. These were broken down thus:

- 1 Bed units 83 = 30.9% of total – at this level this complies with policy H4
2 Bed units 173 = 64.3% of total – at this level this complies with policy H4

3 Bed units 13 = 4.8% of total – This should be at 20% to be compliant with policy H4.

10.3 Following the process of negotiations with the developers the submission now demonstrates a density of 182 units per hectare and a ‘housing mix’ of:

1 Bed	52 Units	Representing 22.8% of the total
2 Bed	140 Units	Representing 61.4% of the total
3 bed	36 Units	Representing 15.7% of the total

10.4 Do Panel Members have any concerns regarding the principle of residential development of this site?

10.5 Do Panel Members consider the provision solely of flatted/apartment type development to be appropriate?

10.6 Are Panel Members agreeable to the housing mix on offer?

Scale, Design and Impact on Character of Conservation Area

10.7 On a complex site like this it can be difficult to separate out the aspects of design, scale and the subsequent impact on the character of the Conservation Area without much repetition of aspects of the development, to this end they are discussed in ‘the-round’ in this section. The blocks proposed vary between 4 and 6 floors of accommodation and are located on the sloping hill side which is orientated towards the city centre. In pre application advice the developers were advised that the blocks to the ‘south’ of the blocks to the north should be subservient to them and that the proposal should not dominate the hillside but match the height of the existing mill buildings on site. The main building to the north Block A is now visually three storey’s taller than the building that sits in front of it (block C), although this will never be fully appreciated from ground level. Block B appears 2 ½ storey’s taller than Block D that sits in front of it. These are improvements on the relationships between these buildings than was the case when the scheme was submitted, due to a reduction in height and exploitation of the sites slope.

10.8 The designs of the buildings in and of themselves are considered broadly acceptable. The repetitive windows and the use of brick materials are reminiscent of traditional mill type buildings but interpreted in a modern way. The undercroft and underground car parking provision removes much of this facility from view which is beneficial both in the Conservation Area and from an amenity point of view.

10.9 The impact on the character of the Conservation Area falls into two main categories, these being the principle of the significant loss of the mill buildings and the impact of the replacement buildings on that character. There are strong reservations from Conservation Officers that the wholesale loss of the buildings except for the stone wall facing Buslingthorpe Lane, the chimney and cottage buildings to the west will adversely impact on the character of the conservation area. As originally submitted the height of the stone wall facing Buslingthorpe Lane was shown to be reduced to less than 50% its current height. Presently it stands at 5.8 metres high at the entrance point on the east part of the site. It is clear from observation that the stone wall has ‘evolved’ over time and thus the present wall is not entirely original. It is the applicant’s original proposal to reduce this significant feature to 2.3 metres high with the opportunity of reusing the removed stone where possible in extending the 2.3 metre boundary further along Buslingthorpe Lane

and/or filling in repairs of existing parts of that wall was considered unacceptable and the revised proposals now retain the original height of the wall for a significant distance along Buslingthorpe Lane and only reducing its height where the height reduces presently. This has been achieved by the removal of some ground floor units and the buildings incorporation into the rear elevation of the wall which will accommodate car parking behind it.

- 10.10 If the principle of the loss of the buildings, except for the Cottage's, chimney and wall, is accepted, then consideration needs to be given to the impact that the replacement buildings will have on the Character of the Conservation Area. The southernmost blocks have been scaled down slightly from the original submission and are now more subservient to the main blocks to the north boundary of the site. In addition the revisions submitted now show the cottage buildings retained/replaced to the western end of the site, which more accurately reflects the historic evolution of the site from cottage industry to large scale mass production.
- 10.11 There is still concern from Historic England and Conservation Officers that there is insufficient justification submitted in support of the extent of the loss of the buildings in conservation terms. The simplistic argument forwarded by the applicants relating to cost efficiency is not supported by the NPPF that considers as a minimum the "applicant describe the significance of any heritage assets affected, including any contribution made by their setting." At the time of writing such an analysis had not been submitted by the applicants to support the extent of the loss of buildings in the proposal. Therefore it is difficult to fully assess the implications of the proposed development on the Character of the Conservation Area.
- 10.12 Do Panel Members consider that the scale of the development is appropriate, including the degree of subservience of the southern blocks in relation to the northern blocks and the increase in height over and above the existing buildings on site?**
- 10.13 Do Panel Members consider the design to be acceptable in itself of the various block of apartments proposed taking into account the retention/inclusion of the cottage buildings at the western end of the site?**
- 10.14 Do Panel Members have any concerns over the extent of the loss of existing buildings?**
- 10.15 Do Panel Members agree that the design of the proposed buildings in and of themselves will have a positive impact on the Character of the Conservation Area noting that the scheme no incorporates a wider range of building scales reflecting the historic evolution of the development?**

Archaeology

- 10.16 Hilltop Works is one of only two substantively complete leather processing and manufacturing complexes remaining in Leeds it is also considered that the Works makes an important contribution to the prevailing character and appearance of the Conservation Area, WYAAS consider that some aspects of the works historic fabric are essential to understanding its former role and are rare as surviving evidence of Leeds' importance historic tanning and leatherworking industry. WYAAS does not consider that sufficient of the sites historic fabric, which is characteristic of its original use, are retained in the present proposals.

- 10.17 In the absence of a recommendation for refusal WYAAS recommends that an appropriate level of architectural and archaeological recording be carried out prior to demolition and during the development of the site.

Highways

- 10.18 Feedback from the Highway Engineers on the revised drawings was still awaited at the time of writing. The concerns however from a Highways perspective are;
- The access point to the east (nearest Scott all Road) this is problematic due to its relationship to Scott Hall Drive and Scott Hall Road and needing a design that does not prejudice access to the adjoining site.
 - The number of units accessed off what will essentially be two private drives.
 - The ratio of car parking spaces provided to units proposed
- 10.19 The access has been re-designed to provide two separate access points to access the site depending upon which unit is being accessed. Originally the site layout showed a through road however this is now changed to two shorter access roads the eastern most of which gives access to Blocks B and C and the western most giving access to blocks A, D and E. This is significant as there is concern from a highway safety perspective about the eastern most access point as it is in poor relationship to Scott Hall Drive which is a residential cul-de-sac on the opposite side of Buslingthorpe Lane and that this access needs to accommodate and not prejudice access to the adjoining site upon which development under a separate application is now also proposed. In designing the access's this way the western most access point will be the most widely used as more units within the site are accessed from. This at least in some ways should accommodate some of the concerns from a Highways perspective.
- 10.20 The access roads are to remain private and they are not designed to any recognisable adoption standards; there are concerns that such a high number of units serviced off a private access are usually unacceptable. A robust management system for the internal access roads should be required in support of any submission. The space formed by the dis-connection of the site road whilst to be given over primarily for Green Space provision will allow for service and emergency vehicle access over it. If the road(s) were designed to a recognisable adoption standard this would have significant implications from a Conservation point of view as it would, it is considered, result in an over-engineered solution and impact negatively on the character of the Conservation Area. It is considered that ideally the road should be of a lower engineered design whilst still maintaining adequate access for all vehicle types and pedestrian safety.
- 10.21 The proposal seeks to provide 170 car parking spaces for 228 units. Originally the ratio was 143 spaces for 269 these work out at a 75% provision (current submission) against 48% provision (original submission). The site is located in a highly sustainable location with regular public transportation links on both main roads nearby, these being Scott Hall Road and Meanwood Road. The revised proposals over-provide in terms of bicycle storage facilitates that it seeks to make available 269 cycle spaces. The revised TA suggests that this is being provided, above standard, to support travel to the site by bicycle, (no coincidence that this equals the number of units originally proposed). However this level of provision is to be welcomed as a positive aspect of the development.

10.22 There is considered to be issues with the submitted Transportation Assessment also as this will inform what if any off site highway works are required. There is a highway improvement line along this part of Buslingthorpe Lane and some road widening may be required as a result of this development should Planning Permission be forthcoming.

10.23 Do Members agree that provision of 170 Spaces for residents and visitors of 228 units is an acceptable level of parking provision given the sites sustainable location?

Quality of Residential Environment

10.24 The document Neighbourhoods for Living provides guidelines relating to minimum spaces between properties in order to achieve adequate amenity for occupiers of those properties. The limitation of those guidelines is that they are based on traditional dwellings situated on level ground and as such only really act as a starting point for assessing the amenity that a development offers. The advice goes on to suggest that where living accommodation is provided for at higher levels then greater distances may be required in order to maintain elements of privacy between buildings. In addition to this, the increase in distances will help to provide meaningful and useable open space to be used by the residents. Of course this is also subject to the contours of the land and the need to provide adequate landscaping. The residential environment also relates to things like the coherence of space between the buildings and weather that space is violated by things like access roads and/or servicing areas.

10.25 The key distances between the blocks on this development are between the main south facing elevation of Block B and the north facing elevation of Block D which measures 28 metres. South facing projection elevation of Block B and the same north facing elevation of block D which reduces this distance to 17.6 metres. Block D is located lower down the slope that Block B and is four storeys' high compared to Block B which is 5 storeys' high. This results in Block B appearing 2 ½ storeys taller than Block D when viewed from the south.

10.26 Between Block A and Block C there is a gap of 19.1 metres at the eastern end of the blocks however this narrows significantly at the western end where the secondary windows serving rooms such as bedrooms. There is a distance between the eastern corner of Block E and the south west corner of Block A of 13.7 metres which due to the angle of the building increase in depth towards the western entrance.

10.27 Given these distances and the nature of the windows on some of the closer relationships there is not considered to be any loss of privacy or over-looking issues under the current layout.

10.28 The north elevation of Blocks A and B at ground floor level (and first floor level in the case of Block B) have small amenity spaces that are private to the individual units adjacent to them. This is as a result of the nature of the site boundary and the necessary positioning of the blocks. Some of these spaces are quite small and the retained stone wall is fairly close in a number of them. However, the nature of the development as a whole is based on the provision of communal open space and so these spaces can be seen as an added bonus over and above the space provided to the scheme as a whole.

- 10.29 The site is orientated in a north west/south east direction so none of the flats have due north facing windows. This means that for at least part of the day and depending upon the time of year most flats on the scheme should receive some direct sunlight for at least part of the day. The applicant has submitted some solar study plans that show the shadows cast at various key points of the year, the two Equinox' and Solstice's. The original scheme, presumably due to the height of the southern buildings, showed that at certain times of the day, the various degrees and extremes of shadows cast. These showed that by 15:00 hours at any time of year, that central area would lose direct sunlight into it. And that by 18:00 hours in the height of summer most of the central amenity space would have been in shade. Except for the time of the Winter Solstice the central area between the main blocks on the site will receive direct sunlight at 09:00 hours (and before of course), which will diminish from then on in throughout the rest of the day.
- 10.30 Under the revised proposals, there is an improvement in the penetration of sunlight into the central area in that shadows will form into that main amenity space later than they would under the originally submitted scheme and there will still be some direct sunlight penetration into the central area at 18:00 at the time of the summer solstice.
- 10.31 Primarily as a result of the revisions to the access road and its limitation to providing access only into part of the site, there has been a significant improvement on the level of useable amenity space to be provided for occupiers of the proposed development. As originally submitted the proposal largely maintained the contours of the site between the buildings which resulted in swathes of land which were not particularly useable due to steep slopes and were in any case severed by the through route of the access road. Now however, using the chimney as a focal point and through terracing of the slopes that lie in between the northern and southern blocks the amount of useable amenity space has significantly increased.
- 10.32 In addition to this there is a problem in respect of the straight forward application of the requirements of Policy G4 (Green Space) of the Core Strategy. In the case of intensive developments such as this a simple application of the 80square metre per unit requirements results in the amount of Green Space to be provided on site actually exceeding significantly the amount of space actually available on the site itself. For example in this instance the site is 1.25 hectares in area. The G4 policy would seek 80x228 square metres of Green Space provision which would equal 1.8 Hectares of Green Space to be provided, leaving no space for the development itself. This is clearly an untenable situation and so in consultation with Policy Officers a pragmatic approach has been taken where a pro-rata amount of Green Space provision has been requested in this instance this has resulted in a provision of 40% of the total site area.
- 10.33 Do Members consider that the distances between the proposed blocks are adequate to overcome possible concerns relating to privacy and overbearing impact on future occupiers of the scheme and their use of the incidental open spaces provided?**
- 10.34 Do Members agree that the scheme represents suitable on site greenspace provision notwithstanding the requirements of Policy G4 of the Core Strategy in this instance?**
- 10.35 Do Members agree that the terraced form of space between the blocks including the area of land to the south of the site provides sufficient types of Green Space provision for future occupiers of the proposed development?**

10.36 Do Members agree that for a non-city centre type scheme that the level of daylight and sunlight penetration is considered acceptable and offers adequate amenity for future occupiers of the development?

Planning Obligations

10.37 The scheme is liable to contributions for the following:

Provision of Affordable Housing in the form 12 units on site
Contribution towards monitoring of the Travel Plan of £3,345.00
Provision of Public Transport Ticketing(metro Cards to initial occupiers)
Completion of a Traffic Regulation Order

10.38 Do Members agree that these contributions should be pursued by officers in the determination of the application and the drafting of an agreement under section 106 of the Town and Country Planning Act?

11.0 CONCLUSION

11.1 Members are asked to note the progress that has been made in the development of the submitted proposals from the initial submission and their views of the various issues raised in the body of this report, and repeated below for ease of reference, are requested in order to inform Officers of the direction in which to take the application for final determination.

- **Do Panel Members have any concerns regarding the principle of residential development of this site?**
- **Do Panel Members consider the provision solely of flatted/apartment type development to be appropriate?**
- **Are Panel Members agreeable to the housing mix on offer?**
- **Do Panel Members consider that the scale of the development is appropriate, including the degree of subservience of the southern blocks in relation to the northern blocks and the increase in height over and above the existing buildings on site?**
- **Do Panel Members consider the design to be acceptable in itself of the various block of apartments proposed taking into account the retention/inclusion of the cottage buildings at the western end of the site?**
- **Do Panel Members have any concerns over the extent of the loss of existing buildings?**
- **Do Panel Members agree that the design of the proposed buildings in and of themselves will have a positive impact on the Character of the Conservation Area noting that the scheme no incorporates a wider range of building scales reflecting the historic evolution of the development?**

- **Do Members agree that provision of 170 Spaces for residents and visitors of 228 units is an acceptable level of parking provision given the sites sustainable location?**
- **Do Members consider that the distances between the proposed blocks are adequate to overcome possible concerns relating to privacy and overbearing impact on future occupiers of the scheme and their use of the incidental open spaces provided?**
- **Do Members agree that the scheme represents suitable on site greenspace provision notwithstanding the requirements of Policy G4 of the Core Strategy in this instance?**
- **Do Members agree that the terraced form of space between the blocks including the area of land to the south of the site provides sufficient types of Green Space provision for future occupiers of the proposed development?**
- **Do Members agree that for a non-city centre type scheme that the level of daylight and sunlight penetration is considered acceptable and offers adequate amenity for future occupiers of the development?**
- **Do Members agree that these contributions should be pursued by officers in the determination of the application and the drafting of an agreement under section 106 of the Town and Country Planning Act?**
- **Are there any further points that Members wish to raise at this time?**

Background Papers:

Application files: 15/06002/FU
Certificate of ownership: Certificate B Signed Owner is Wayleave Operations of Middlesbrough



Materials Schedule	
	STONE PAVERS
	HERRINGBONE BRICKS
	GRASS
	TARMAC
	COBBLES
	STONE SETTS
	LOW LEVEL BARRIER PLANT
	MID HT SCREEN TREE
	MATURE TREE
	ELECTRIC VEHICLE CHARGING POINT

REVISIONS

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STAGE ONE

Residential Development
Flats
Bullinghope Lane, Leeds

Proposed Site Plan
Site Layout

Drawn: MS Scale: 1:500 @ A2
Date: 16/03/2015 Drawn by: CWL

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