



Report of the Chief Planning Officer

CITY PLANS PANEL

29th March 2018

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

Applicant – Get Living (Leeds)

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 former Doncaster Monkbridge site to the south of Whitehall Rd fronting onto Globe Road, with a smaller separate part of the site on the opposite side of Globe Road fronting the Leeds Liverpool Canal. The applicant's intention is to submit a full application for all details rather than an outline proposal and the emerging details will be presented to Panel by the applicant to allow Members to comment on the scheme and raise any issues, prior to the intended submission of a planning application.

2.0 Site and surroundings

2.1 The application site is almost 2.26 hectares and is currently vacant and cleared. The part of the site to the north east of Globe Road houses a temporary building that formerly acted as a marketing suite but is now vacant.

2.2 The site lies within the south-western edge of the defined Leeds City Centre. It is bounded by Whitehall Road to the north, by the railway line and viaduct to the south and Globe Road and the canal to the north. Most of the site is separated from the river/canal by Globe Road but a small portion abuts the canal side. On the other side of the canal is the Trans-Pennine cycle route and towpath to Granary Wharf and the Station Southern Access. To the north of this there are good connections to Whitehall Road and the existing road bridge leading to Wellington Place where the new Government Office is currently under construction. To the east, Holbeck Urban Village can be reached along Globe Rd

3.0 Proposals

3.1 The emerging proposals are for approximately 750 residential units, ground floor commercial units, associated parking and landscaping across a development of 8 buildings up to 23 storeys in height. The residential units would be let as Private Rented Sector (PRS) and the mix is proposed to be 49% 1 bedroom units (368no); 46% 2 bedroom units (345no); and 5% 3 bedroom units (38no.). All of the units would meet the Nationally Described Space Standards (NDSS).

3.2 The pre-applicant 'Get Living (Leeds)' has made the following statement in respect of Affordable Housing, which would be provided on site and be provided on the basis of a discount from market rental levels:

'Get Living seek to meet local affordability and therefore would likely have open market rental values lower than most. They intend to provide discounted market rent pepper potted though the site and are exploring the viability to determine what this could be. The current benchmark values are noted and being reviewed, as is the emerging policy approach/consultation (Core Strategy Selective Review) that seeks *20% of units at 80% of market rent*. We are also looking at the 'value' of the bridge and whether the delivery of this bridge is costed/off-set in lieu of the percentage of affordable units or the percentage discount *below market rate*.'

3.3 The ambition is to create a new neighbourhood that will include large public open spaces, attractive pedestrian routes and a wide variety of resident's amenity/leisure facilities and other commercial uses includes retail, café, restaurants and bars.

3.4 The buildings on the main portion of the site vary in height from 'ground plus 6 storeys' to 'ground plus 22 storeys'. These buildings are proposed to be largely faced in brick with a defined base, middle and top and punched and recessed window openings. The two tallest buildings will be at either end of the site.

3.5 Vehicular access is provided from Globe Road along a one way street that exits onto Whitehall Road. The route will include service lay-by and surface level car parking woven into and under new soft landscaping. Approximately 80 car parking spaces will be provided with significant cycle parking provision included plus car share and car clubs bays. It is proposed to include a 'bike hub' within the scheme that will offer residents the opportunity to hire bikes for both commuting and leisure purposes.

3.6 New public open space is created within the development through a series of connected spaces plus large raised open spaces. Furthermore, it is proposed to calm the traffic on Globe Road through new attractive surfacing and changes in the character of the road and adjacent spaces to make this is a more pedestrian friendly environment. The embankment adjacent to the canal will also be enhanced with new landscaping and pedestrian access points.

3.7 A new 'hub' building is proposed on the smaller portion of the site adjacent to the canal. This hub building would have a flexible use with the focus being on leisure. The development on this part of the site would also retain a landing point for a bridge over the canal. Whereas the bridge is not proposed under this application, the development would assist in its delivery through the provision of the landing point and CIL payment could be put towards this infrastructure improvement. The CIL calculation is currently £325,000.

4.0 Relevant planning history

4.1 Application 12/03459/FU was approved in December 2013 after consideration by Members at Plans Panel. This was for a multi-level development up to 17 storeys with 609 residential apartments, commercial units (Class A1 to A5, B1, D1 and D2), car parking, associated access, engineering works, landscape and public amenity space. The application was subject to a financial viability appraisal and the District Valuer agreed that the full policy compliant provision of affordable housing and other financial contributions could not be met at the time. The resultant S106 that followed the viability considerations resulted a contribution of £568,000 to be spent on affordable housing, education, public transport and/or public realm improvements as considered appropriate with £100,000 of that contribution set aside to assist in the delivery of a bridge over the canal. 30 units were also required to be provided as assisted purchase units with 20 under First Buy/Help to Buy and 10 as shared ownership. A landing point for the bridge over the canal was also reserved.

4.2 Application 20/499/04/FU proposed a multi-level predominantly residential development up to 31 storeys with 833 flats, commercial units, car parking and landscaping; this was approved 22nd September 2005 after being agreed at Panel 28th April 2005. A subsequent extension of time application, 10/01670/EXT, was approved 17th November 2010.

4.3 Application 07/00018/FU amended 20/499/04/FU by increasing the height of the tallest element to 33 storeys; this was approved 25th April 2007. A subsequent extension of time application, 10/01666/EXT was approved 18th November 2010.

The applications set out in 4.2 and 4.3 above (10/01670/EXT & 10/01666/EXT) were subject to S106 agreements which included the following obligations:

- provision of off-site highway improvement works.
- maintaining public access through the site.
- provision of traffic regulation orders to control parking within the proposed lay-bys.
- provision of affordable housing on site
- improvements to the canalside planting.
- provision of land and a financial contribution towards the provision of a footbridge over the canal.
- Public transport infrastructure contribution
- Car club trial contribution
- Travel Plan Monitoring, including all provisions and penalty measures
- co-operation with local employment / training initiatives.

5.0 History of negotiations and engagement

- 5.1 Pre-application discussions regarding the current proposals commenced in July 2017. Design meetings have been held involving both the developer's team and officers from Planning, Design and Highways.

6.0 Consultation responses

- 6.1 LCC Highways: The proposal is for one way vehicle access into the site from Globe Road, exiting onto Whitehall Road. The acceptability of this arrangement would be subject to adequate visibility/sightlines being achieved and submission of a detailed Transport Impact Assessment. The level of parking proposed is below that of the previous permission; this level of parking must be justified as meeting the needs of the development, without causing a problem on the local highway network.

It should be expected that Car Club spaces should be provided in the development, along with a contribution for provision of a car/trial membership and use for residents/occupiers. Electric Vehicle Charging, Cycle and Motorcycle parking and disabled parking would be required in line with the LCC Parking SPD. A full Travel Plan would be required, to cover all uses of the development.

Works would be required, including for junction improvements at the Globe Road/Whitehall Road junction, formation of new accesses, closing up of redundant accesses, crossing facilities, footway and cycle route improvements. These would be subject to a S278 agreement.

There are redundant service culverts/tunnels under Whitehall Road & Globe Road, accessed from the site, which are likely to need to be filled in; these cause constraints on abnormal load movements on Whitehall Road. Land will need to be dedicated as highway to provide for footway widening/cycle route improvements and junction improvements in the vicinity of the site. This would include the provision of a cycle/pedestrian bridge over the canal to link with the canal towpath and the bridge over the river from the towpath. Provision for this bridge and links to it from Globe Road should be included in the proposals.

- 6.2 LCC Flood Risk Management: The site is located within Flood Zones 2, 3A(i) and 3A(ii). It is believed that the site will be defended up to the 1 in 100 year Standard of Protection, once the Leeds Flood Alleviation Scheme (LFAS) is complete.

However, even if the site is defended by the LFAS, there will nevertheless be a residual risk of flooding and it would be preferred if retail or other commercial uses were placed at ground floor level with the residential accommodation at first floor level and above. This would help to minimise the impacts of any future flooding. Regarding the surface water, the developer will have to demonstrate whether the existing plots currently benefit from a positive drainage system. If so, a 50% reduction in peak flow will be required, off-site, post development. Green roofs should also be considered.

6.3

LCC Contaminated Land Team: The land has been the subject of a past potentially contaminative land use. Based on the available information, a minimum of a Phase 1 Desk Study Report will be required in support of an application. Depending on the outcome of the Phase 1 Desk Study, a Phase 2 (Site Investigation) Report and Remediation Statement may also be required.

7.0 Relevant Planning 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 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 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 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.

EC3 Controls the loss of previous employment land.

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 residential developments over 0.5 hectares in the City Centre to provide a minimum of 0.41 hectares or open space per 1,000 population. In areas of adequate open space supply or where it can be demonstrated that not all the required on site delivery of open space can be achieved due to site specific issues, contributions towards the City Centre park and new pedestrianisation will take priority

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

Policies EN1 and EN2 set targets for CO² 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:

Policy 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.

7.4.2 The site is within the Sand and Gravel and Coal Safe Guarding Areas as identified by policies Minerals 2 and 3 of the Natural Resources and Waste DPD. These policies seek to have the natural assets removed prior to development if viable.

7.5 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

7.7 Holbeck South Bank SPD

The Holbeck, South Bank SPD was adopted in June 2016 as an updated revision to the 1999 and 2006 Holbeck Urban Village planning frameworks. As with earlier versions the main aim of the SPD is to create vibrant, sustainable, mixed use communities whilst safeguarding the unique historic character of the area. The whole of Holbeck, South Bank, is designated as a mixed-use area which should include a mixture of working, living, retailing and recreational opportunities. For sites over 0.5ha 20 per cent of the gross site area should be provided as publicly accessible open space. It is intended that the area should meet some of the identified need for city centre housing for people on lower incomes. Housing types such as live/work units and family housing is encouraged. Further improvements to connectivity including along the canal towpath, utilising the disused viaduct and along Hol Beck, are encouraged. At the same time a pedestrian and cycling friendly environment is sought in part by minimising through traffic in the area. Encouragement will also be given to developing with the minimum acceptable parking provision.

The site falls within the Tower Works and Temple Works character areas. Within the Tower Works area the aim is to maximise the visual impact that the listed buildings have on the area both by protecting and opening up new views. New buildings in their immediate vicinity should respect the scale and heights of listed buildings with the overall aim of the listed towers being visually dominant and important views of them protected. It may be appropriate for new buildings to gradually increase in height away from the listed buildings. Buildings should define street frontages and provide pavement widths responding to building scale. New public realm should be given an adequate sense of enclosure by the buildings that define them. Relevant specific proposals for this area include the extension and enhancement of the footpath along the southern side of the canal to Globe Road and the provision of a landing point for a footbridge over the canal on the small triangular area of land which forms part of this site.

7.8 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 wind 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 an area where tall buildings could be considered appropriate.

7.9 Site Allocations Plan (SAP)

The site is identified in the Publication Draft of the Site Allocations Plan as MX1-12. With the ability to deliver 609 residential units & 3,220 sqm of offices.

7.10 Private Rented Sector Housing and Affordable Housing

With regard to Private Rented Sector (PRS) developments and Affordable Housing provision, on 22 March 2017 Leeds City Council's Executive Board endorsed an approach which recognises that the acceptance of commuted sums from PRS schemes may be appropriate and justified in accordance with Core Strategy Policy

H5. Policy H5 is being considered as part of the Core Strategy Selective Review (Feb 2018) in which PRS schemes are proposed to be specifically targeted due to their inability to involve a 3rd party in the form of a Registered Provider (RP) of affordable housing. The review sets out that under H5, PRS developments shall make provision of affordable units in the following ways:

- i) on-site, according to national policy advice, currently 20% Affordable Private Rent dwellings at 80% of local market rents administered by a management company with appropriate arrangements for identifying households in need, including city council nomination rights, which apply in perpetuity, or
- ii) on-site, the percentage of affordable housing specified for zones 1-4 and mix of Intermediate and Social Rented types of affordable housing set out in the first paragraphs of this Policy (an increase to 7% of the total number of units is proposed), or
- iii) a commuted sum in lieu of on-site provision of affordable housing of option ii).

7.11 The Leeds Standard and the DCLG Technical Housing Standards

The Leeds Standard was adopted by the Council's Executive Board on 17th September 2014 to ensure excellent quality in the delivery of new council homes. Through its actions the Council can also seek to influence quality in the private sector. Those aspects of the Standard concerned with design quality will be addressed through better and more consistent application of the Council's Neighbourhoods for Living guidance. The standard closely reflects the Government's Technical Housing Standards – Nationally Described Space Standard (NDSS) which seek to promote a good standard of internal amenity for all housing types and tenures. A selective review of the Leeds Core Strategy is presently being undertaken (CSSR). The review includes policies to introduce residential space standards. The CSSR publication draft was agreed at the Council's Executive Board meeting on 7th February 2018 for consultation purposes, and therefore some weight can be attached to this emerging policy.

8.0 **Issues**

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

8.1 Principle of the uses

The site is brownfield and has a previous permission for primarily residential use, with the accommodation provided in tall apartment blocks. The site is allocated in the SAP for mixed use including residential use and therefore it is considered that this use is acceptable here.

8.2 A range of supporting uses are proposed for the lower levels and again this general arrangement was proposed by the previous permission. Given the number of residential units, and the requirement to make the ground floors vibrant and attractive, it is again considered that the use of the lower levels of the buildings for the mix of ground floor uses proposed, is acceptable. These would ultimately be the subject of controls regarding hours of use, noise, deliveries, extraction and plant details. The amount of A1 retail would also need to be considered against policies which seek to control the unrestricted growth of out of centre retailing. This also adheres to the advice of Flood Risk Management set out above who would wish to see less sensitive uses located at ground level.

- 8.3 In principle, the emerging proposals align with guidance set out in LDF policies CC1 and Spatial Policy 3 and guidance detailed in the NPPF. Notwithstanding the above, given the last use of the site was for employment related uses, policy EC3 should be addressed when appraising the development in respect of the loss of employment land.
- 8.4 Layout, scale and massing
The previous scheme incorporated buildings up to 17 storeys in height. Whilst the new proposals range between 8-23 storeys, the site is located within an area where a string of tall buildings are considered appropriate in the Tall Buildings Design Guide and where tall buildings have been consistently approved in the past. It is considered that the site remains appropriate for tall buildings such as those proposed.
- 8.5 The buildings are arranged in a manner which sets the tallest buildings at the ends of the site, with lowest buildings next to these and a mid-range height building in the centre. This creates a rhythm to the composition and offers interesting distance views. The spacing between the buildings has been carefully considered. This is important as it has the following impacts:
- Gives the residents sufficient space about the units to provide an adequate amount of amenity through day-light penetration and reasonable outlook
 - Prevents the run of buildings creating an oppressive linear wall, which could be visually monotonous and relentless
 - Allows a better relationship with the street, connectivity and encouragement for pedestrian accessibility to the proposed public spaces.

Officers consider that the layout and massing of the proposal achieves a balance which would enable all of the above objectives to be achieved.

1. Do Members support the emerging heights and footprints of the buildings?

- 8.6 The buildings are being designed with a definite base, middle and top, being defined by a colonnade, articulated window patterns and termination feature at the top of the building respectively. Materials will assist in defining these zones. This is considered to be a well-mannered style which will provide coherence and consistency of approach across the site without producing a repetitive building appearance. The latest iteration will be presented to Members at Panel.
- 8.7 Public realm and pedestrian connectivity
The open spaces and routes are set out as a squares and linear spaces which are linked laterally by a set of secondary connectors, either open or through the buildings. Vehicles are kept to the periphery of this area meaning that the main body of the proposal is pedestrian dominated. The scheme tries to break down the barrier which Globe Road provides to the Canal in order to offer a waterfront environment to the buildings which is considered to be a positive feature. This leads to the smaller site fronting the canal and the canal-side 'hub' building and the potential footbridge location.
- 8.8 The proposal is considered to orient itself well to the canal and to the city, given it has a boundary with the elevated railway to the south. The information submitted indicates that these spaces will be of high quality and animated by the mixed uses contained at ground floor level.

We note the developer is proposing to provide a landing point for the footbridge over the Canal. Highways Services colleagues have requested that this bridge be provided. However, the Holbeck, South Bank SPD only requires that a part of this land 'should be reserved as a landing point'. The need for this bridge as a direct result of this proposal would depend on the findings of the full transport assessment and this will be established as part of the application process.

2. Subject to further assessment of the need for a footbridge, do Members support the approach to public realm enhancements?

Residential amenity and mix

- 8.9 The buildings have been set away from each other by distances of 10 to 15m. In the locations where the buildings are at their closest the windows have been configured to ensure that primary windows are not impacted. This provides a degree of separation which will provide the occupiers with sufficient light and outlook to be considered acceptable.
- 8.10 The current proposals identify 750 residential apartments comprising a mix of one, two and three bed apartments (49% 1 bed, 46% 2 bed, 5% 3 bed) . 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.

Within the scheme overall, 5 % of the units are proposed to have 3 bedrooms with the remainder of the units split evenly between 1 and 2 bedroom. This mix accords with Core Strategy policy H4 with regard to the one and two bedroom dwellings, whereas the percentage of 3 bedroom units is below the percentage sought by policy H4. However, this is consistent with most other schemes approved in the city centre since the Core Strategy was adopted and still ensures that a significant number of three bed dwellings would be delivered, given that the current city centre provision is 1%. The unit sizes are in accordance with the Nationally Described Space Standards.

3. Do Members consider that this mix of unit sizes is acceptable?

- 8.11 The adjacent railway is a known feature and the impact this will have on the nearest residential units to the line will need to be considered and mitigated through appropriate sound insulation measures.
- 8.12 Highways
The main access is to be taken off Globe Road although this is subject to further analysis of visibility restrictions near to the railway bridge. Capacity will also need to be assessed at the junction with Whitehall Rd. The provision of a bridge across the Canal is again supported and discussions will need to take place with the Canals & Rivers Trust. Cycle, Motorcycle, Electric Vehicle charging and disabled parking levels are all being proposed. A detailed Transport Assessment and Travel Plan will be expected. It is likely that detailed Section 278 works will be required and this includes work around the large culverted drainage channel running underneath Whitehall Road.
- 8.13 Subject to detailed design and a Transport Assessment of junctions, officers support the general approach to car parking, access and servicing. Car park numbers are proposed to be provided for approximately 15% of the units. The applicant is of the

view that the low level of car parking would not discourage interest from future occupiers and will encourage more sustainable forms of travel.

- 8.14 In addition, the site is within 10 minutes' walk of the railway station and bus routes on Whitehall Rd. There would also be significant areas for cycle parking and therefore the site is well located for modes of transport other than the private motor vehicle.

4. Do Members consider that the level of car parking provision here is acceptable?

8.15 Wind

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.

8.16 Section 106 Obligations and CIL

At this stage, adopted policies would result in the following necessary Section 106 matters:

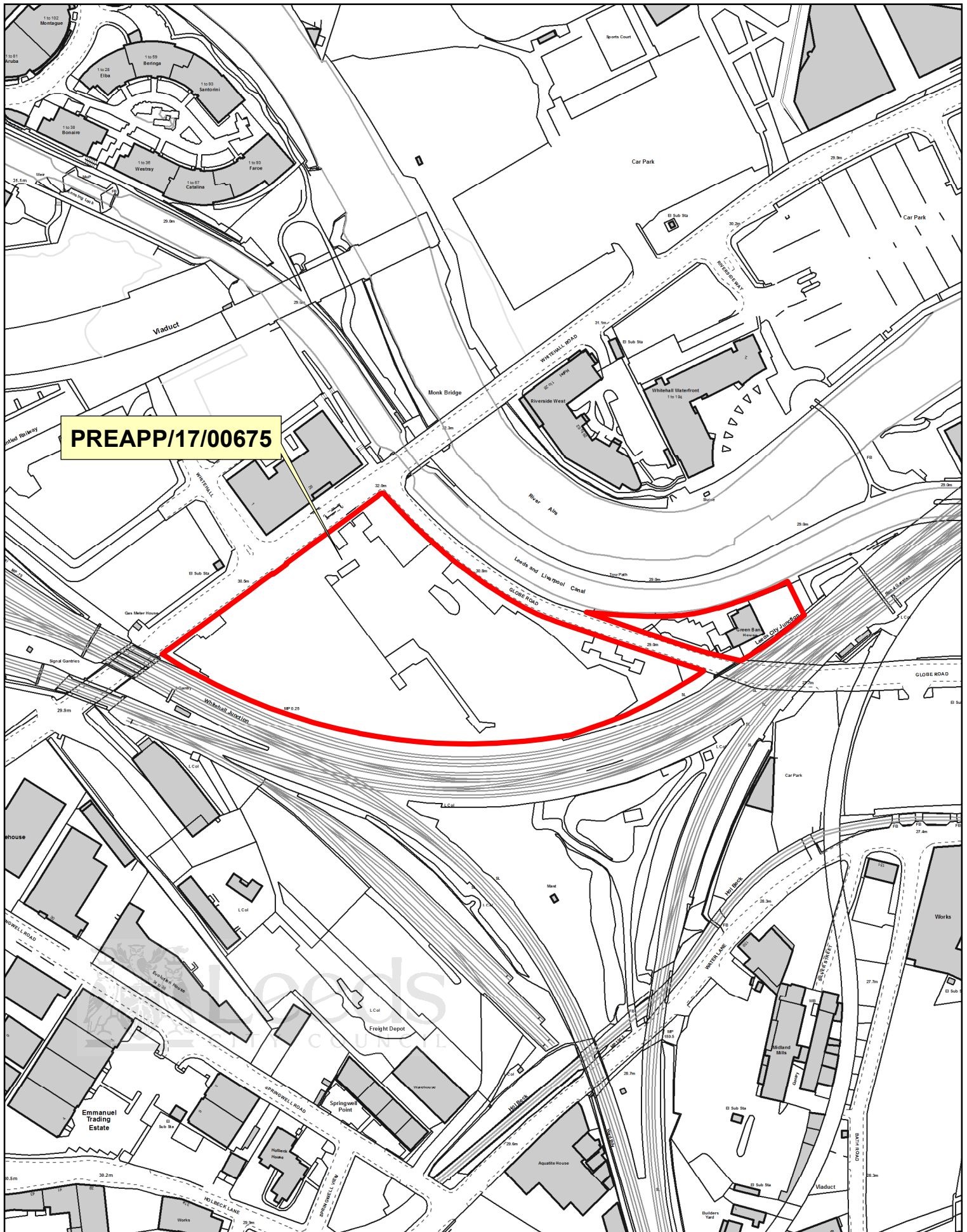
- Affordable Housing provision on site
- Off-site highways improvements and TRO amendments (incl. mechanism for delivery of potential improvement to Globe Rd/Whitehall Rd junction).
- Sustainable travel fund
- Travel plan monitoring fee
- Public access through the site
- Potential contribution to off-site green space (canal footbridge needs to be considered)
- Cooperation with local jobs and skills initiatives
- Management fee

The proposal would be subject to the Community Infrastructure Levy (CIL) with the current figure calculated as £325,000.

9.0 **Conclusion**

- 9.1 This scheme is a significant regeneration opportunity on a brownfield site. It would bring with it a large number of new homes and opportunities for employment. Members are asked to note the contents of the report and the presentation, and are invited to provide feedback on the issues outlined below:

- 1. Do Members support the emerging heights and footprints of the buildings?**
- 2. Subject to further assessment of the need for a footbridge, do Members support the approach to public realm enhancements?**
- 3. Do Members consider that this mix of unit sizes is acceptable?**
- 4. Do Members consider that the level of car parking provision here is acceptable?**



PREAPP/17/00675

CITY PLANS PANEL

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PRODUCED BY CITY DEVELOPMENT, GIS MAPPING & DATA TEAM, LEEDS CITY COUNCIL

SCALE : 1/2500

