



Report of the Chief Planning Officer

PLANS PANEL CITY CENTRE

Date: 22 December 2011

Subject: PRE-APPLICATION Reference PREAPP/11/00899 – Proposal for residential use at Former Yorkshire Chemicals site, Black Bull Street, Leeds

Electoral Wards Affected:

City and Hunslet

No

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: This report is brought to Panel for information. The landowner's representative will be asked to present the emerging scheme to allow Members to consider and comment on the proposals.

1.0 INTRODUCTION:

1.1 A long term vision for the delivery of a City Centre Park with sustainable employment and homes in the south of the City Centre has been adopted by the Council in the form of the South Bank Planning Statement. These aspirations are carried forward through work on the emerging Aire Valley Urban Eco-Settlement proposals and draft Aire Valley Area Action Plan, which take in a wider area to the south and east of the City Centre. Residential use, particularly of a type capable of accommodating families, is an important aspiration for the South Bank and Aire Valley, to achieve a positive transition between the City Centre, Beeston, Holbeck, Hunslet and Richmond Hill, through a greened, vibrant, liveable and well-connected South Bank area. The former Yorkshire Chemicals site on Black Bull Street lies directly adjacent to the South Bank Planning Statement's boundary, and its location means that proposals for its redevelopment are very important to the success of the wider area.

1.4 The proposals for the Black Bull Street site are presented to Panel by Gladedale and their architects, Allies and Morrison, to allow Members to comment on the evolving

scheme and raise any issues, prior to the intended submission of an outline planning application early next year.

2.0 SITE AND SURROUNDINGS:

- 2.1 The site is located to the east and west of Black Bull Street and comprises the former Yorkshire Chemicals site. It has a site area of approximately 3.14 hectares. The site consists primarily of two pieces of land, one between Chadwick Street and Black Bull Street and the other between Black Bull Street and Cudbear Street, and bounded at the south by Hunslet Lane. There is also a small parcel of land to the west of Cudbear Street. Both Black Bull Street, which is three lanes southbound and Hunslet Lane, which is four lanes two way, form part of the strategic road network through the City Centre.
- 2.2 The surrounding area is a mixture of uses including residential (such as Brewery Wharf), offices (such as Leeds City Office Park) and retail (Crown Point Retail Park). The area was mainly commercial and industrial in nature, characterised by large impermeable single use sites, however recent developments such as Clarence Dock and Brewery Wharf have increased the mix of uses and facilities in the area. The site lies unallocated within the designated City Centre in the Leeds Unitary Development Plan Review 2006, but is likely to be allocated for residential/mixed use within the emerging draft Aire Valley Area Action Plan. The site lies adjacent to the South Bank Planning Statement area, however it will be an important connector between the City Centre Park, Clarence Dock, and beyond.

3.0 PROPOSAL

- 3.1 The proposal is for new City Centre residential accommodation through the development of two, three, and four-bed family town houses (indicatively 149 houses), with a minimum number of apartments (indicatively 50 flats), and retail and community uses (A1-A5 and D1 use). Parking would consist of 117 spaces within integral garages and 121 external, either on-street or in secure parking areas. The scheme would provide Leeds with a new kind of residential model, that of City Centre family housing. The scale and density is 'urban' rather than 'suburban' with legible streets and open spaces connecting to those existing or envisaged in the surrounding area. Building heights would range from 2, 3 and 4 storeys for the townhouses, and up to 7 storeys in height for the blocks of flats facing Hunslet Lane, which would feature ground floor commercial uses.
- 3.2 The proposals aim to set the benchmark for design quality for future neighbouring developments to follow, and act as a catalyst to the regeneration of the South Bank area of the City. To reflect these aspirations new public pedestrian and cycle routes are provided across both parts of the site in an east/west orientation linking Clarence Dock with Cudbear Street, linking to 2 controlled crossings on Black Bull Street. Connections to the north are also provided, linking into the future redevelopment of the adjacent Tetley Brewery site, the proposed City Centre Park, and the waterfront and City Centre core beyond. Each of the sites to either side of Black Bull Street has one principle two-way road crossing it in an east/west orientation, to an adopted standard with bay car parking on each side, street lighting and lined by mature trees. Access to individual garages or shared car parking is from this road. Where shared surface parking is provided this is laid out within a secure enclosure with gated access, and is overlooked by the properties that surround it to provide some passive surveillance.
- 3.3 The illustrative masterplan would propose a number of different types of town houses. These range between two, three and four bedrooms. The buildings would be constructed in a high quality facing brick similar to the local brick seen in a number of the remaining

historic buildings still standing in this area of the City. Large inward-opening casement windows set within deep brick reveals provide a modelled appearance to the facades as well as giving a high level of daylight to the interiors. The timber faced front doors have a cantilevered canopy above them to provide weather protection, as well as a light that marks the entrance to each property. Large integrated garages provide sufficient room for car parking, a charging point for hybrid or electric vehicles, as well as cycle parking.

- 3.4 The majority of dwellings have flat roofs set behind parapet walls which are accessible from the houses for use as private roof gardens for the occupiers. These roofs are also capable of being used for the installation of solar hot water and photovoltaic panels. Rainwater will be collected, stored and re-used for flushing WCs and garden irrigation allowing the properties to reach Code for Sustainable Homes Level 4. The roof top stair enclosures are set back from the principle elevations and finished in render with a zinc roof cap. Each will have some glazing to provide further light to the staircases within. Some of the houses have private rear gardens, and the majority have a small front garden. Private amenity space is also provided with balconies, terraces and roof gardens.
- 3.5 The scheme also contains two types of landscape areas. The first is a fenced and gated community gardens for all the residents and provides a secure and well maintained garden space with dedicated play areas for small children. The second is a landscape that is open to all. Both would be planted with grass, shrubs and a number of mature trees. There is likely to be an under-provision of publicly accessible space in accordance with UDP Review Policy CC10. To mitigate this, a contribution could be sought towards the delivery of the proposed nearby City Centre Park.
- 3.6 To the north-east of the site on Chadwick Street an area has been set aside for the New Generation Transport (NGT) network. The layout currently shows an area of shared car parking and open landscape which could be modified in the event that NGT goes ahead imminently, a different layout with properties facing outwards could be proposed in this scenario. In the meantime the proposal is to provide a grassed area with some trees to provide a temporary amenity space for the dwellings that surround it.

4.0 HISTORY OF NEGOTIATIONS

- 4.1 Detailed discussions with the Council regarding this site have taken place since mid-2005 following the closure of Yorkshire Chemicals. This led to the submission of an outline planning application in 2006, which was approved at Plans Panel in 2008, and subsequently granted permission in 2009 for a multi-level mixed use development comprising predominantly residential (678 flats and 43 townhouses), with office, hotel, leisure, retail, car showroom, community uses, public space and car parking. In 2011, Gladedale and their professional team have met with officers on a number of occasions to discuss the current revised proposal.
- 4.3 Officers have also encouraged Gladedale to engage with local communities at the earliest opportunity during this period of change at the site. Gladedale have responded positively by liaising with local groups such as Aire Action Leeds, the Waterfront Association, and Leeds Civic Trust, and by arranging an open public consultation event on 5 December 2011 at the Leeds Discovery Centre, Carlisle Road.

5.0 ISSUES

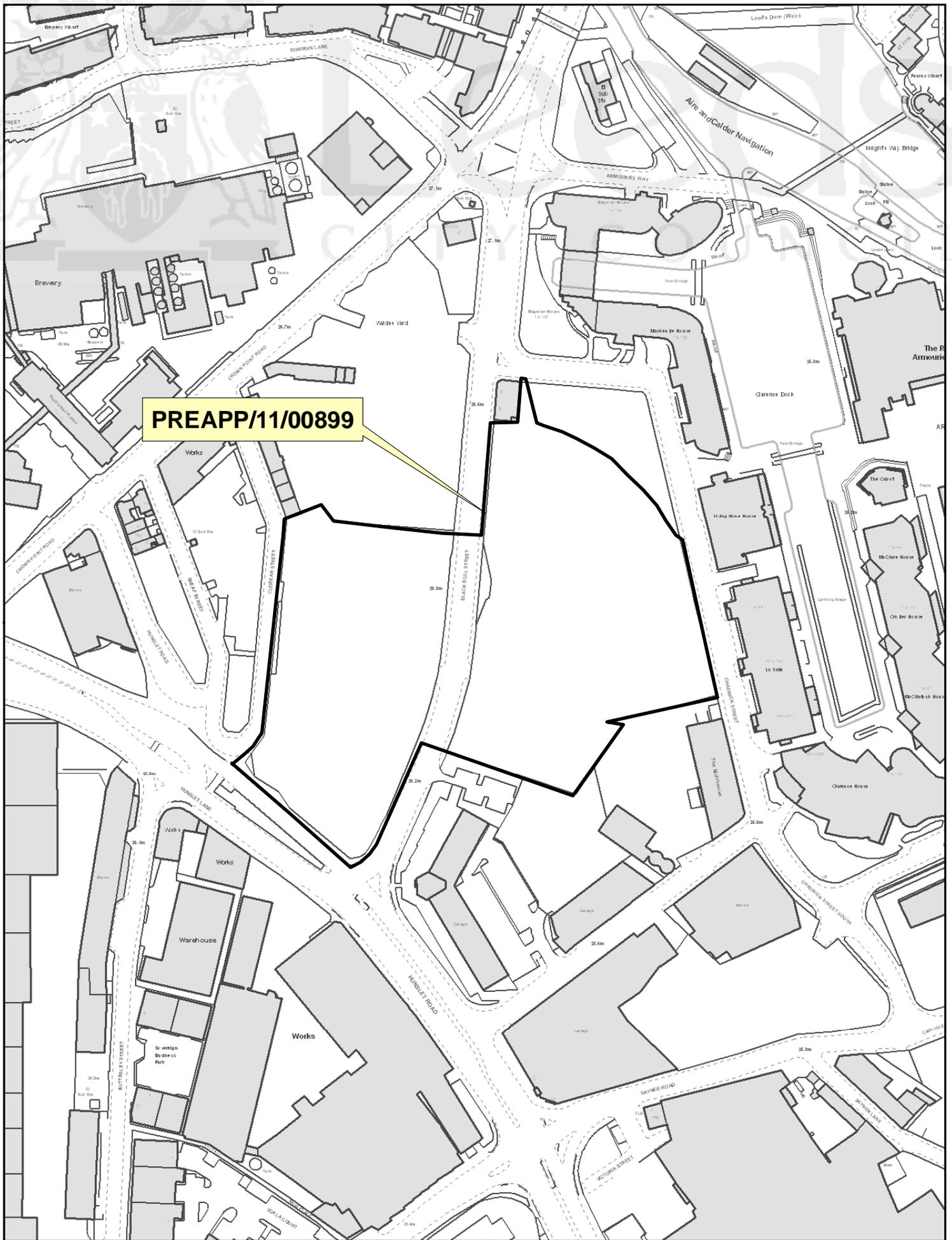
Members are asked to consider the following matters in particular:

- 5.1 Do Members have concerns regarding security to the rear of houses where public routes directly pass ?
- 5.2 Are levels of natural surveillance appropriate with gables and garage doors along publicly accessible routes, especially where habitable living accommodation is above ground level ?
- 5.3 Is the balance of private amenity space, communal residents amenity space, and public realm provision appropriate?
- 5.4 Are detailed access/parking issues/garaging arrangements resolved within the context of the illustrative scheme?
- 5.5 Are levels of privacy and overlooking acceptable within the scheme at 15-18m window to window?
- 5.6 Is the proposed nature of Black Bull Street and the relationship of houses to it appropriate?

Background Papers:

South Bank Planning Statement (October 2011)

Application file 06/04601/OT



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CITY CENTRE PLANS PANEL