# **SOUTH & WEST PLANS PANEL**

THURSDAY 6th July 2023



Doing our best – to be the Best Council in the Best City **1** 



# APPLICATION: 20/02710/FU

## **PROPOSAL:**

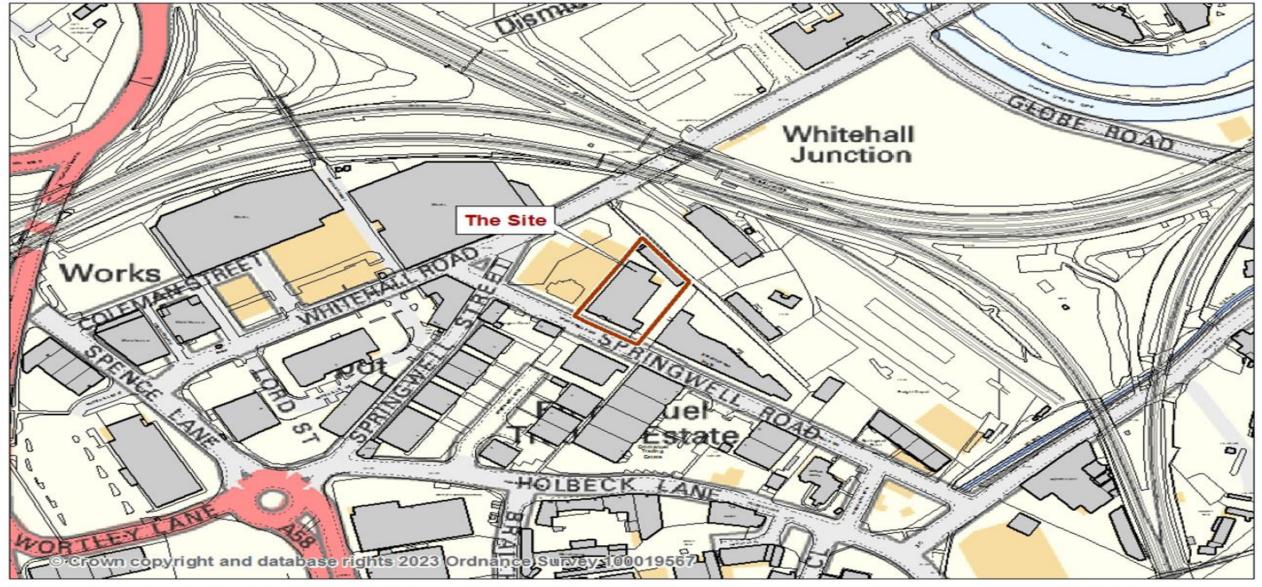
Demolition of existing building and construction of a 36 Storey residential development with ancillary commercial space, landscaping and external amenity space



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□2



### **PLANS PANEL PRESENTATION**

SCALE 1:2500





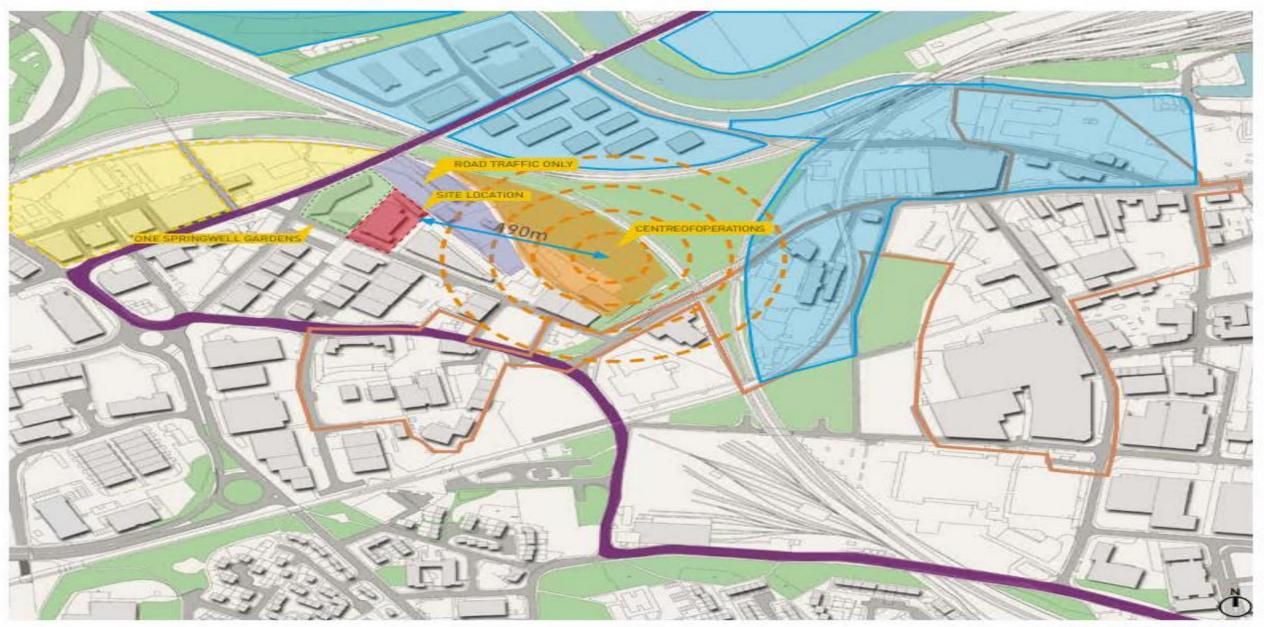


### **PLANS PANEL PRESENTATION**

SCALE 1:2500







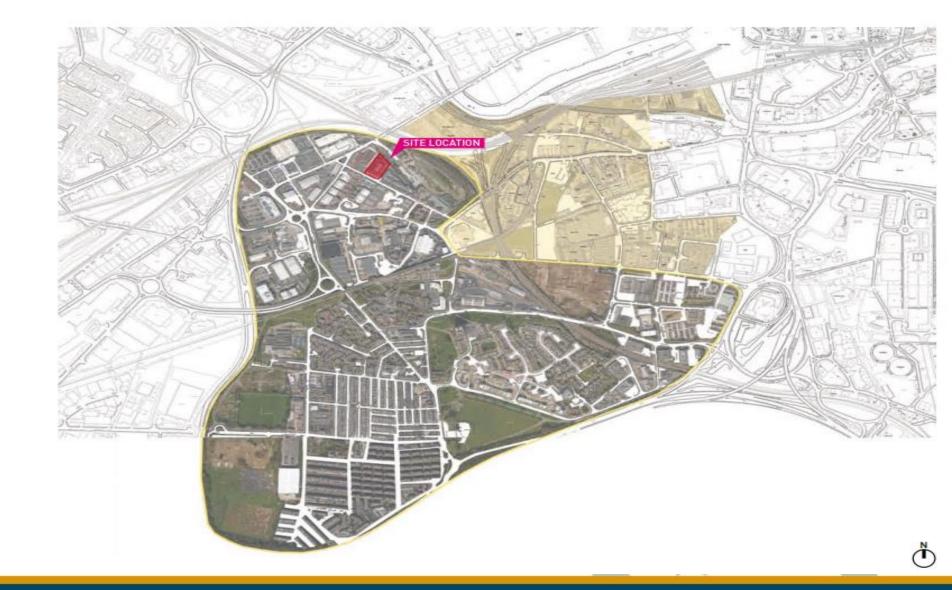
SOUTH BANK RECENERATION - NTS



### **3.0 HOLBECK NEIGHBOURHOOD PLAN**

#### HOLBECK NEIGHBOURHOOD PLAN





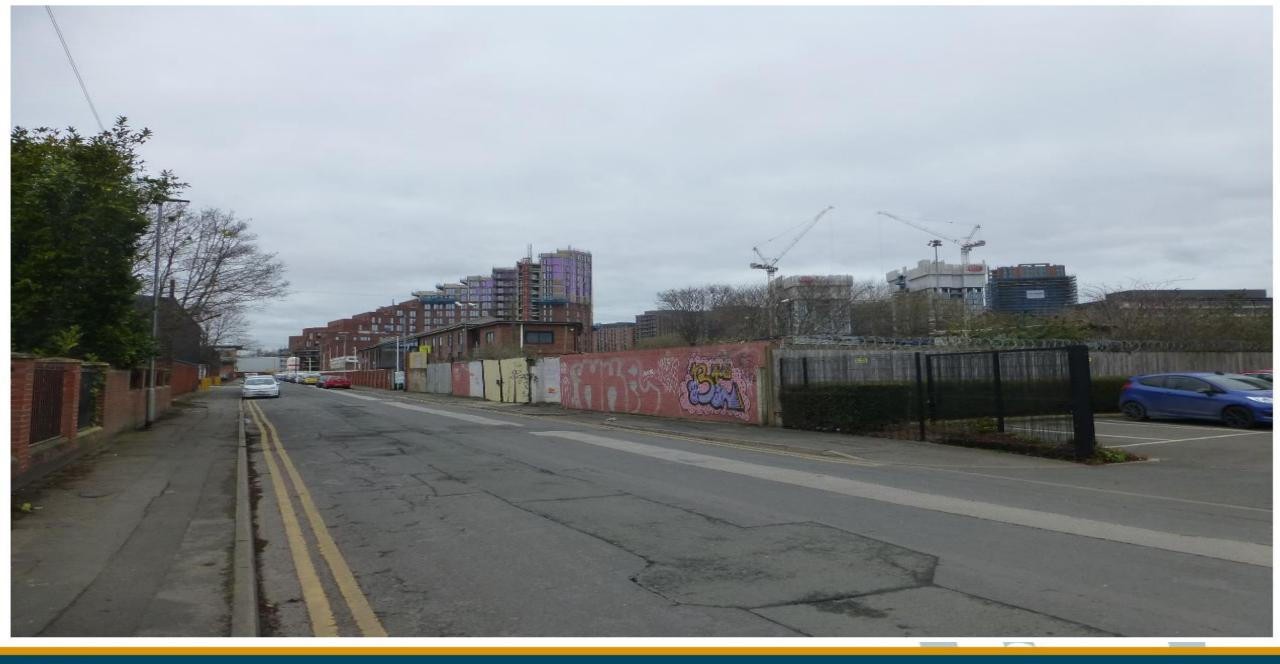




















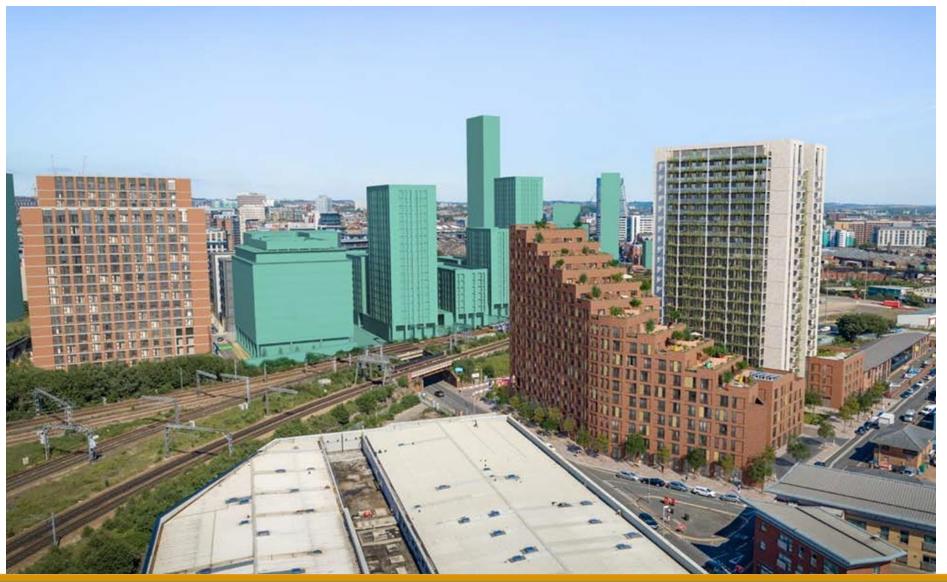








# □ Proposal at pre-application stage





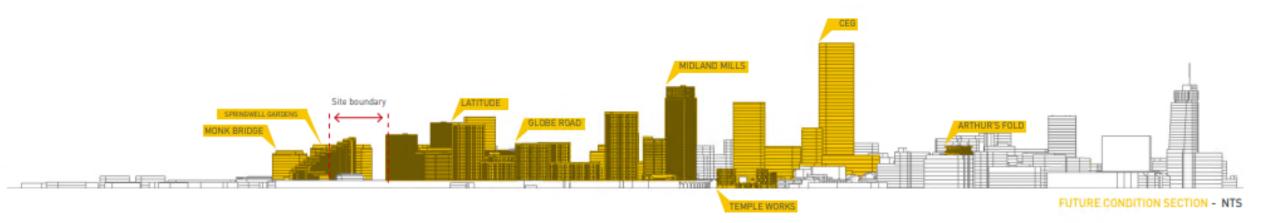
### **4.3 SCALE STUDY**

EXISTING CONDITION - Whitehall Road Area and Holbeck Urban Village



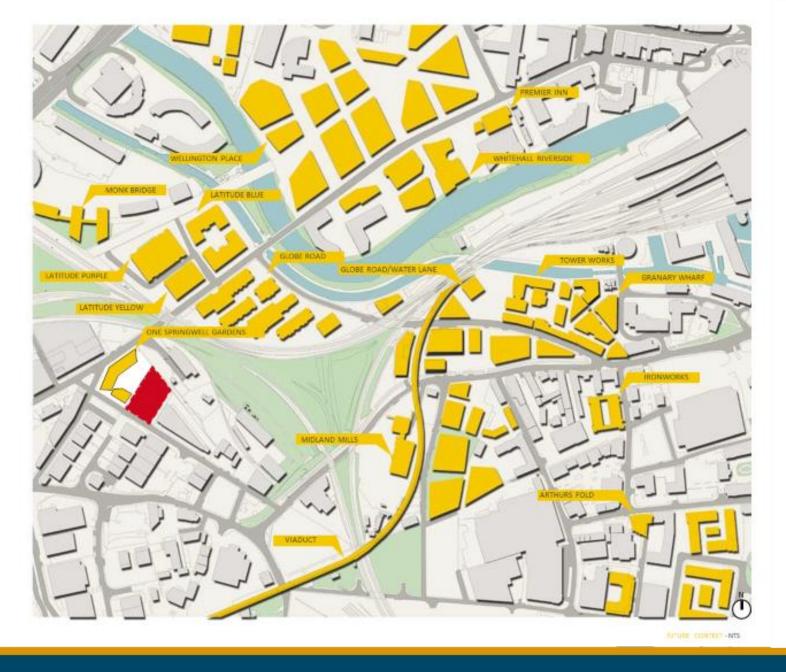
**EXISTING CONDITION SECTION - NTS** 

FUTURE CONDITION - Whitehall Road Area and Holbeck Urban Village





# DEMERGING CONTEXT









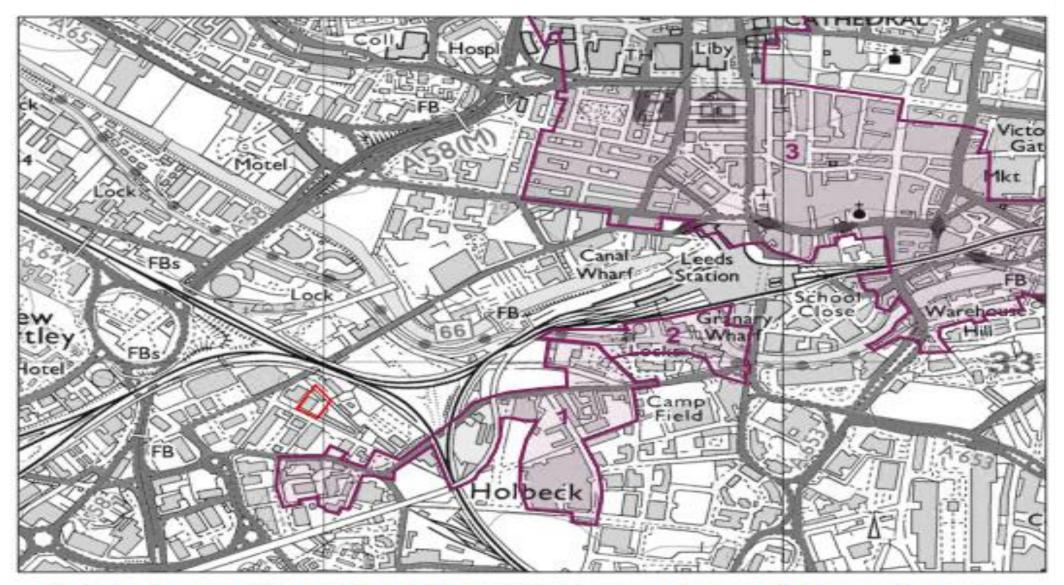
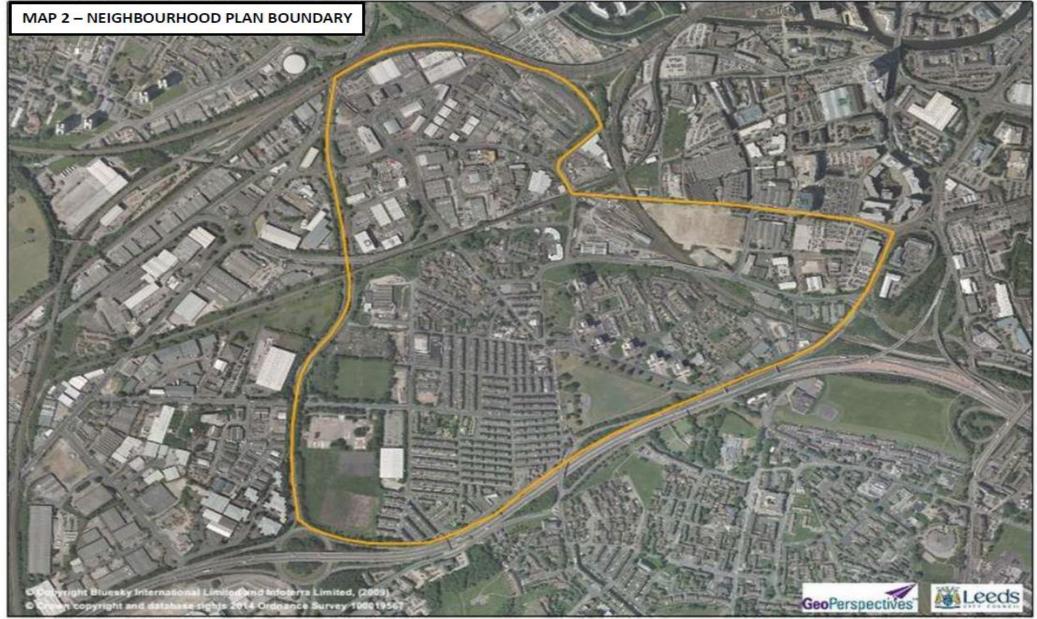


Plate 2 – Location of the application site in relation to nearby Conservation Areas (1, Holbeck; 2, Central Area Canal Wharf; 3, Leeds City Centre).





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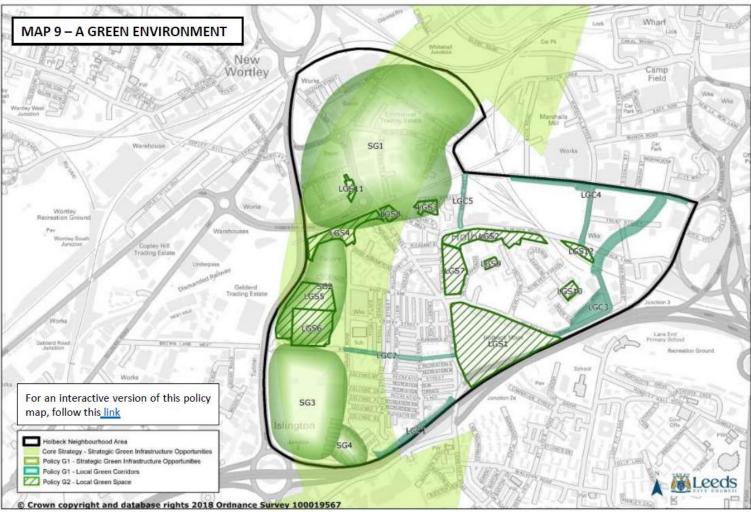


# □HOLBECK NEIGHBOURHOOD PLAN

#### Policy G1 –Strategic Green Infrastructure and Local Green Corridors

Development of land which lies within or alongside the strategic green infrastructure (identified on the Policies Maps 4 and 9) and/or includes or lies alongside the proposed local green corridors in the following locations (also identified on the Policies Maps 4 and 9) should include the provision of green space and/or planting appropriate to the scale of development, including street trees, safe cycling routes and footpaths where possible:

- SG1 Viaduct;
- SG2 Land west of Ingram Road;
- SG3 Matthew Murray Site;
- SG4 Tilbury Road;
- LGC1 Elland Road;
- LGC2 Brown Lane;
- LGC3 Holbeck Moor Road/Creskell Road/Nineveh Road/Sweet Street;
- LGC4 Sweet Street/Marshall Street;
- LGC5 Bridge Road.



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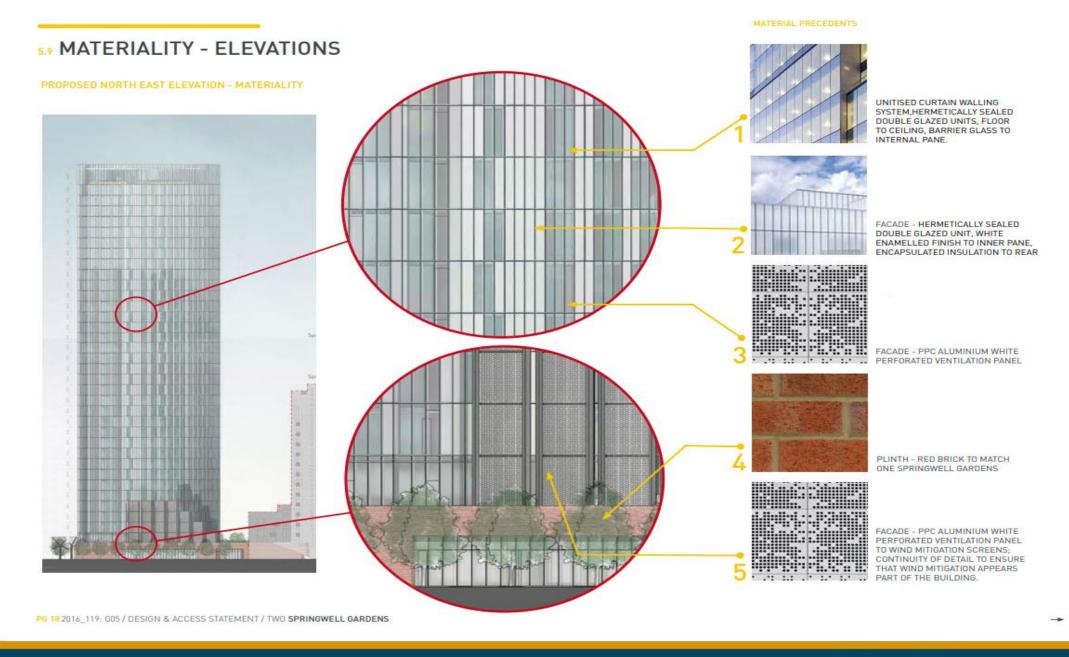
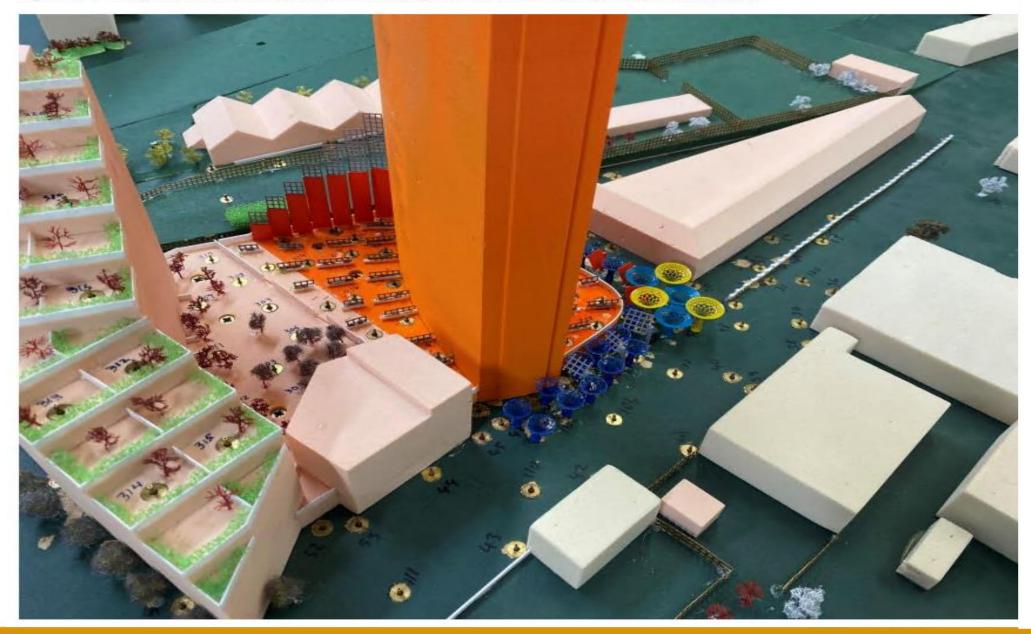




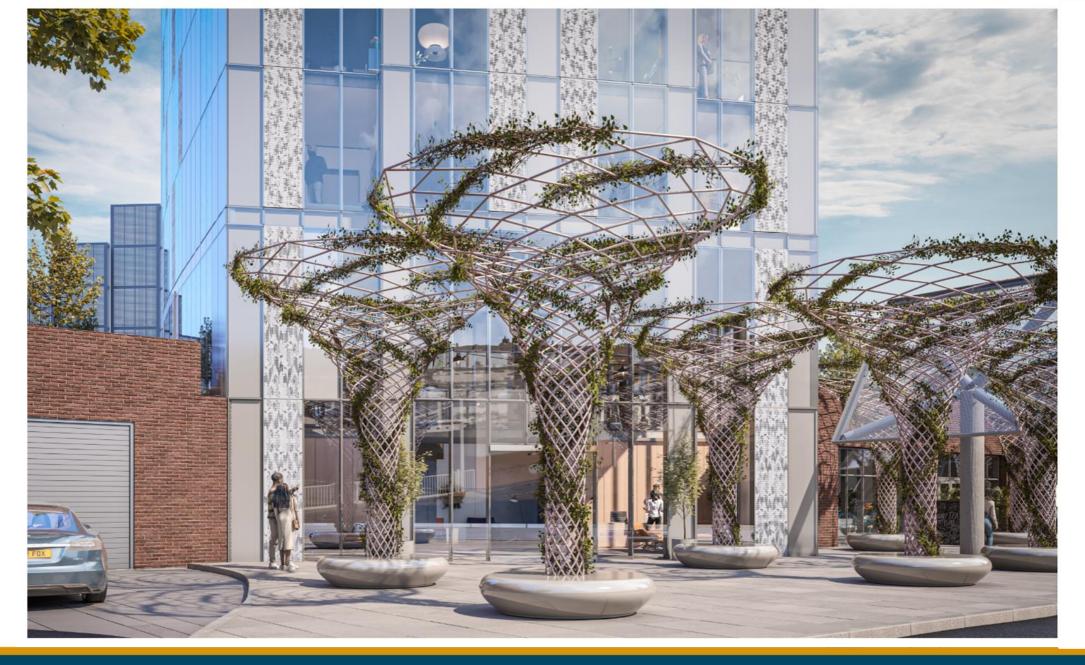




Figure 1.4b – Proposed development, all permanent mitigation measures in place: view from southwest



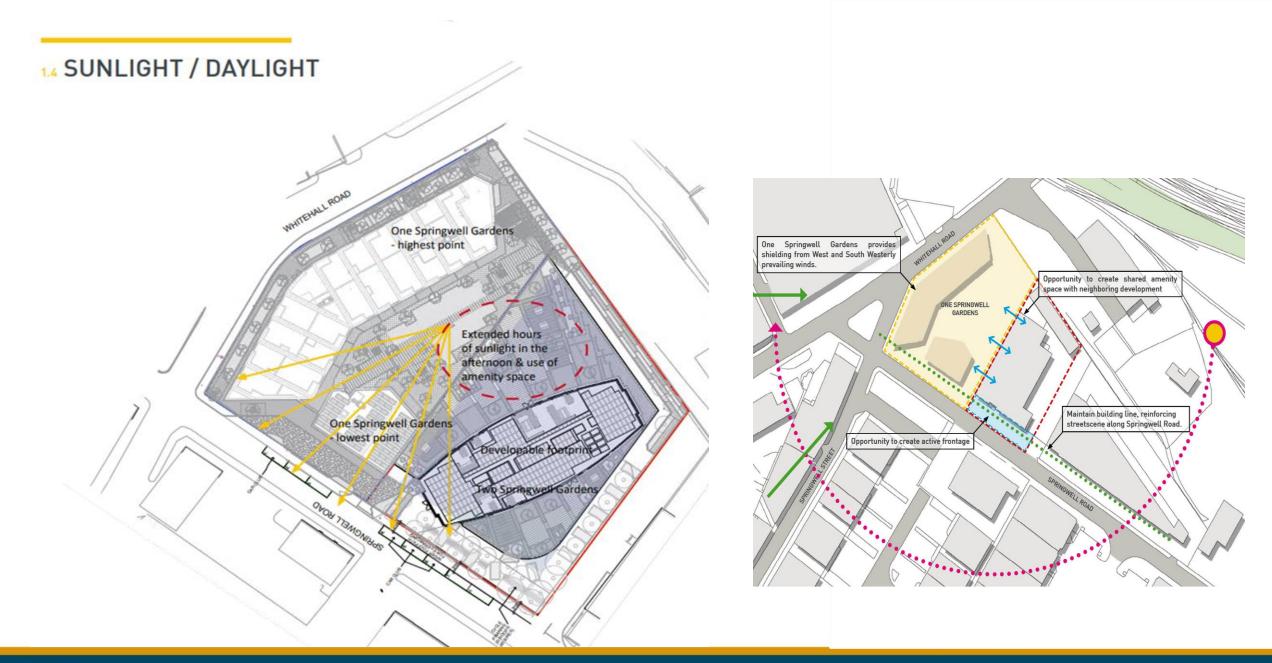




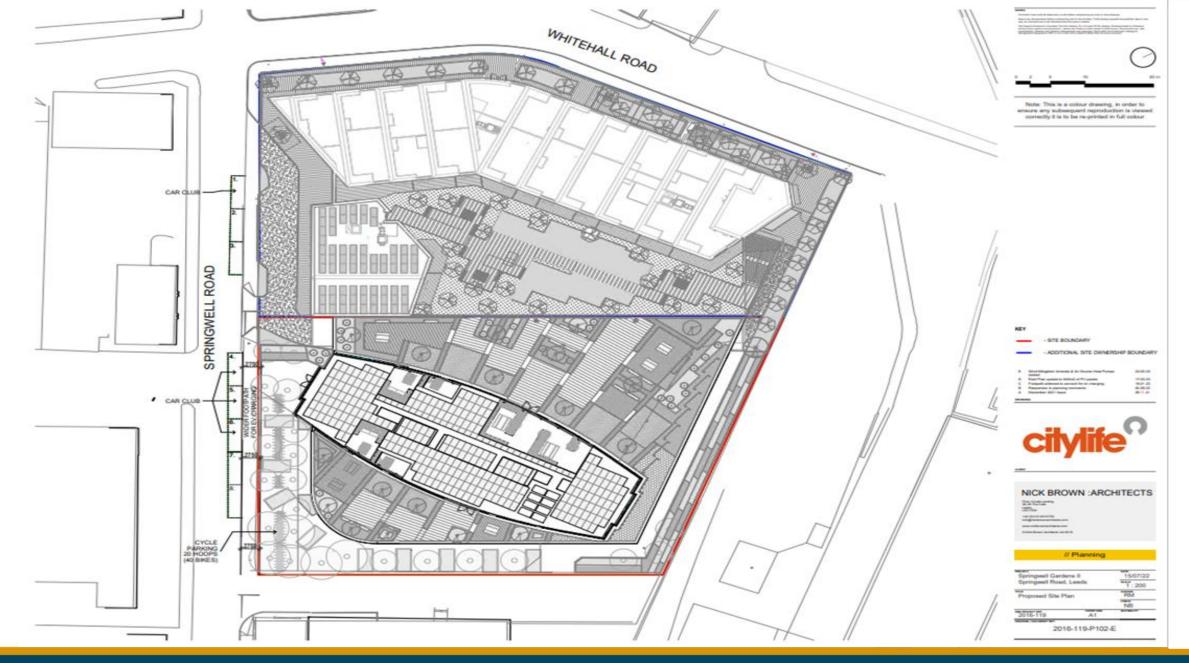








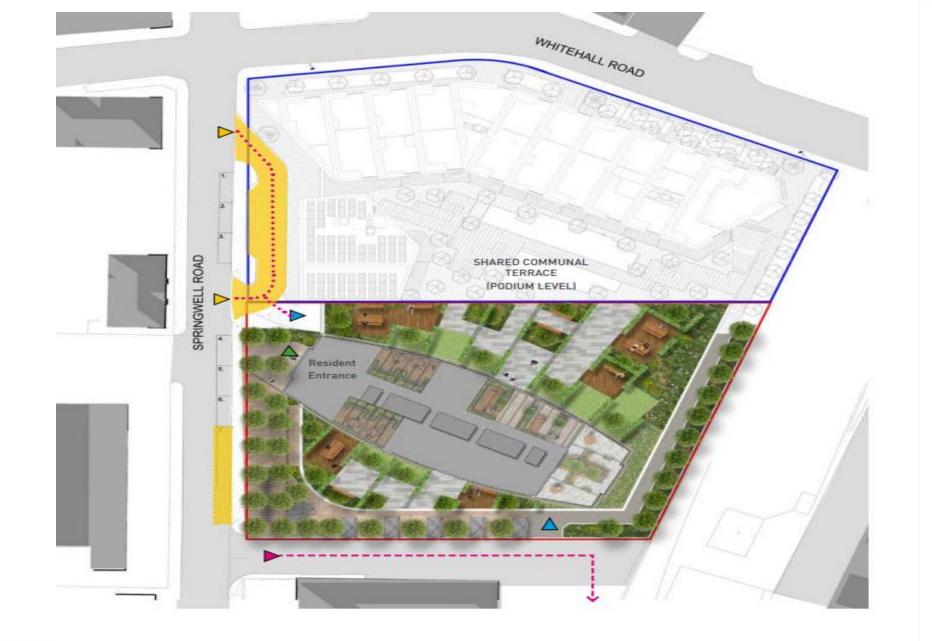




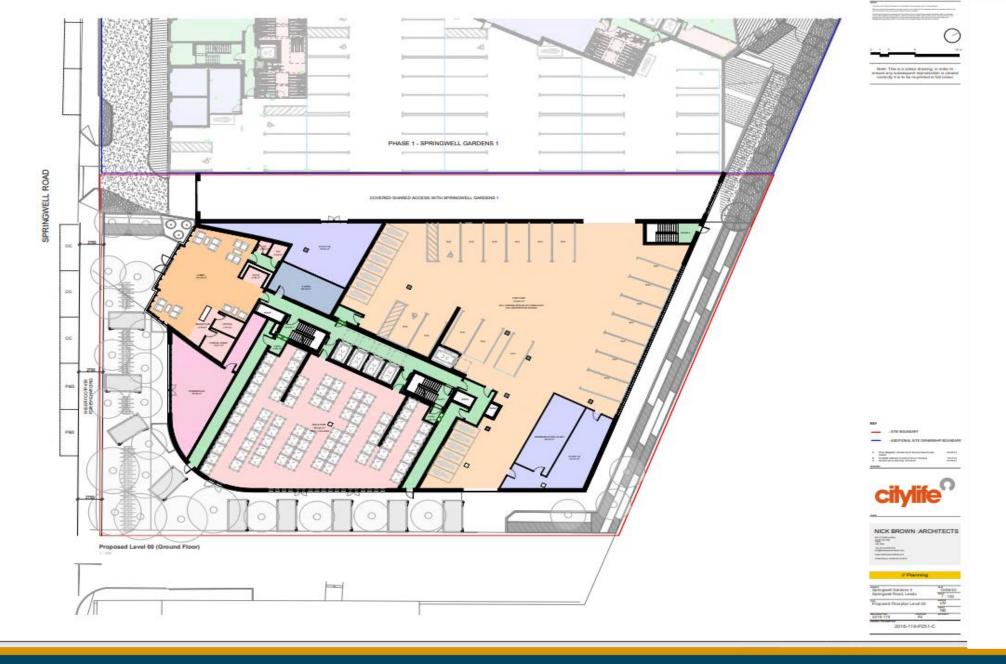




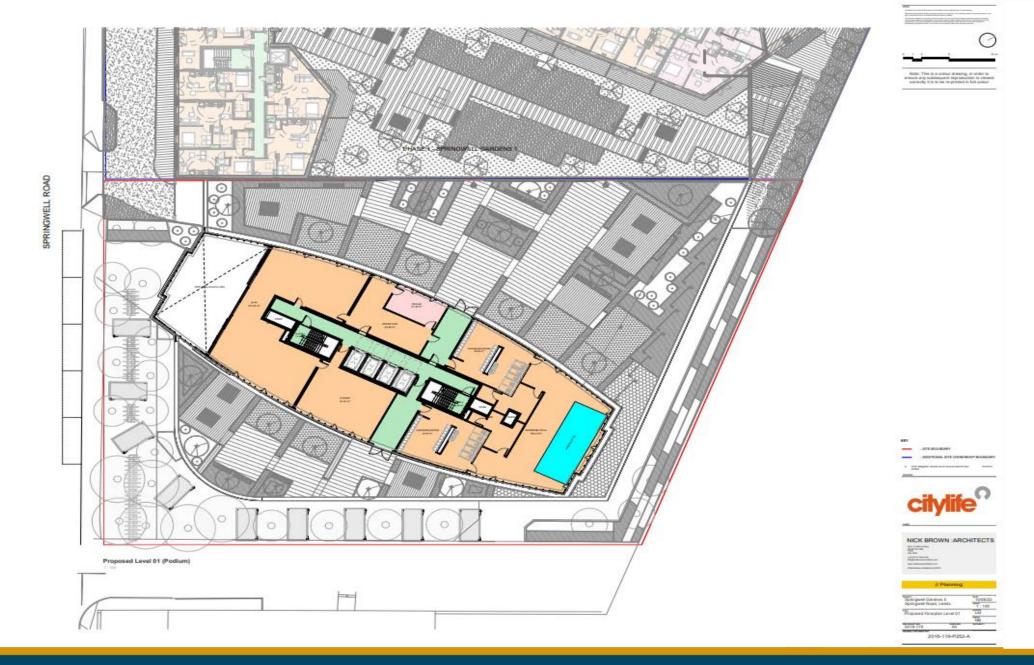












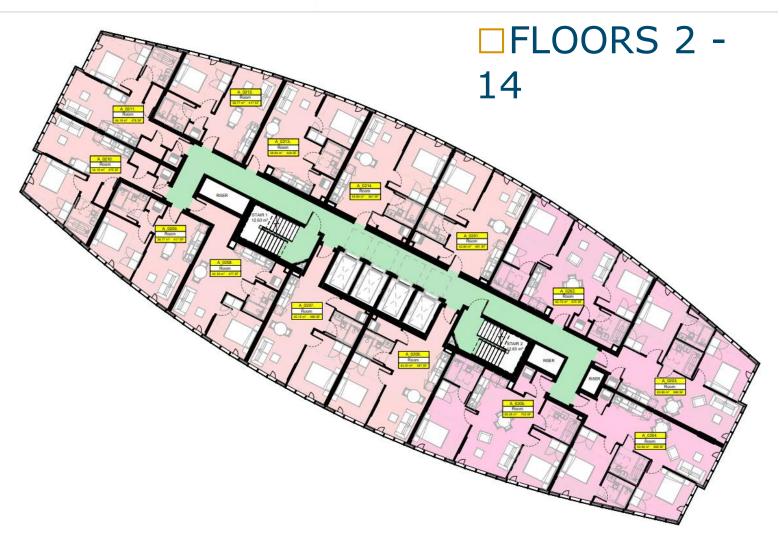












#### ACCOMMODATION SUMMARY

TOTAL NO. OF UNITS

	TOTAL NO.	
1 BEDS	194	48%
2 BEDS	169	42%
3 BEDS	39	10%
TOTAL NO. OF UNITS	402	



### 7.11 POLICY H5 - AFFORDABLE

The proposal provides 7% on site affordable housing units; 29 units in total (mix of 1-bed, 2-bed and 3-bed units, located on floors 02,03,04 & 30.

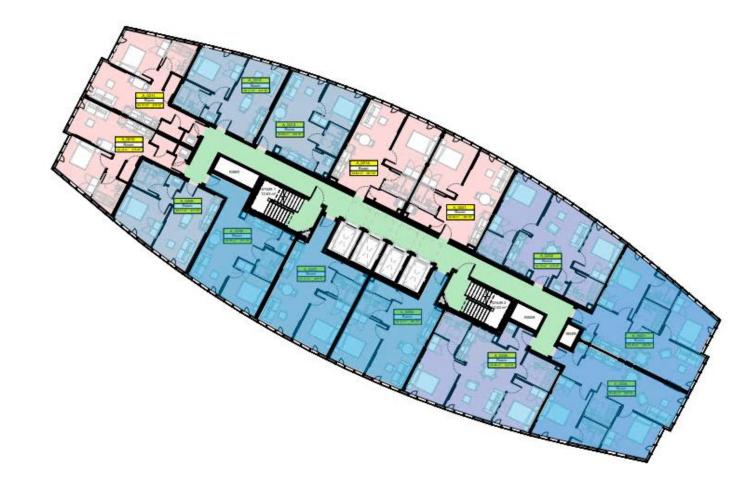
#### PROPOSED 2ND 3RD & 4TH FLOORS

KEY

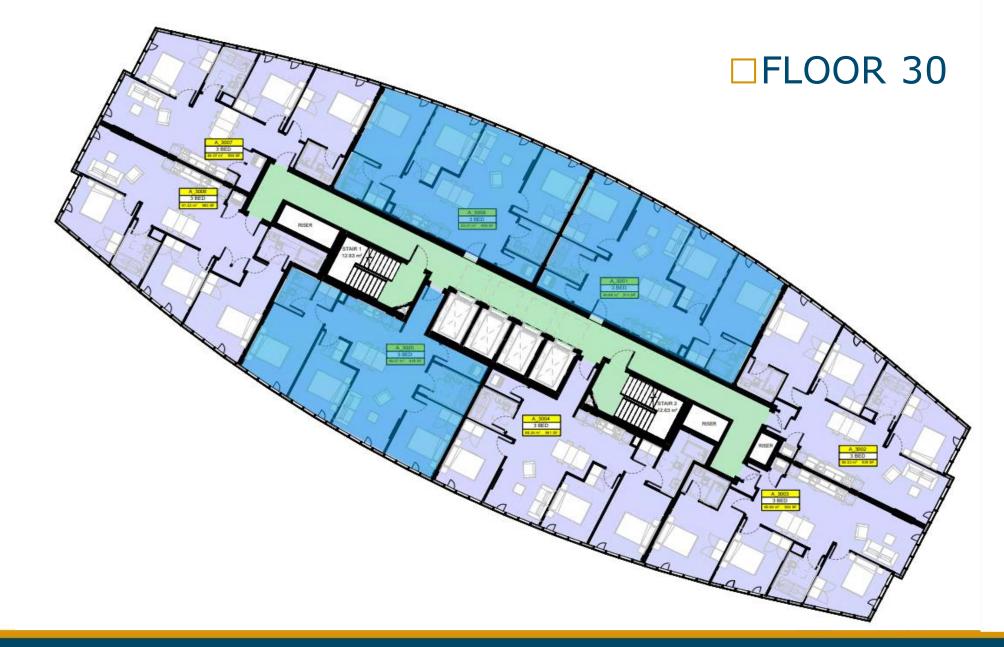
- AFFORDABLE UNITS

#### PROPOSED AFFORDABLE UNITS

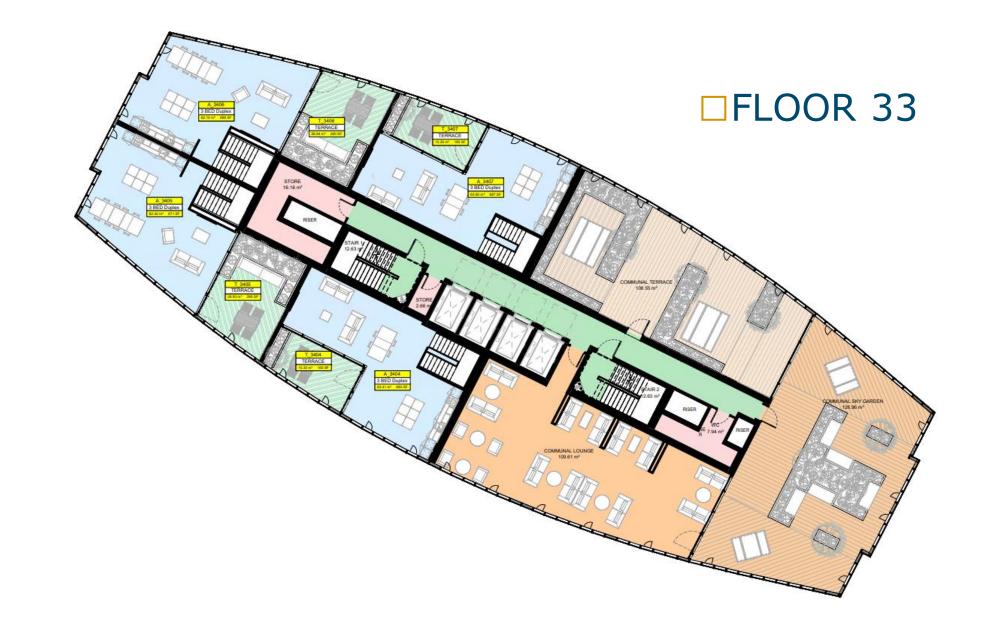
	SQM	SQFT	BEDS	
A202	62.7	675	2	
A203	64.0	688	2	
A204	64.0	688	2	
A205	65.3	703	2	
A206	45.2	477	1	
A207	45.2	487	1	
A208	44.1	475	1	
A209	37.9	408	1	
A212	38.8	417	1	
A213	39.8	429	1	
A302	62.7	675	2	
A303	64.0	688	2	
A304 A305	64.0	688 703	2	
			2	
A308 A309	44.1	475	1	
A309 A312	38.8	408	1	
A312	39.8	429	1	
A313	39.8	429	- 1	
A402	62.7	675	2	
A403	64.0	688	2	
A404	64.0	688	2	
A405 A408	65.3	703 475	2	
A408	37.9	4/0	1	
A409 A412	38.8	417	1	
A412 A413	39.8	417	1	
A30				
SUMMA	RY			
	TOTAL NO.			
1 BEDS		14		
2 BEDS		12		
3 BEDS		0		
TOTAL N	IO.OF ABLE UNITS	26		



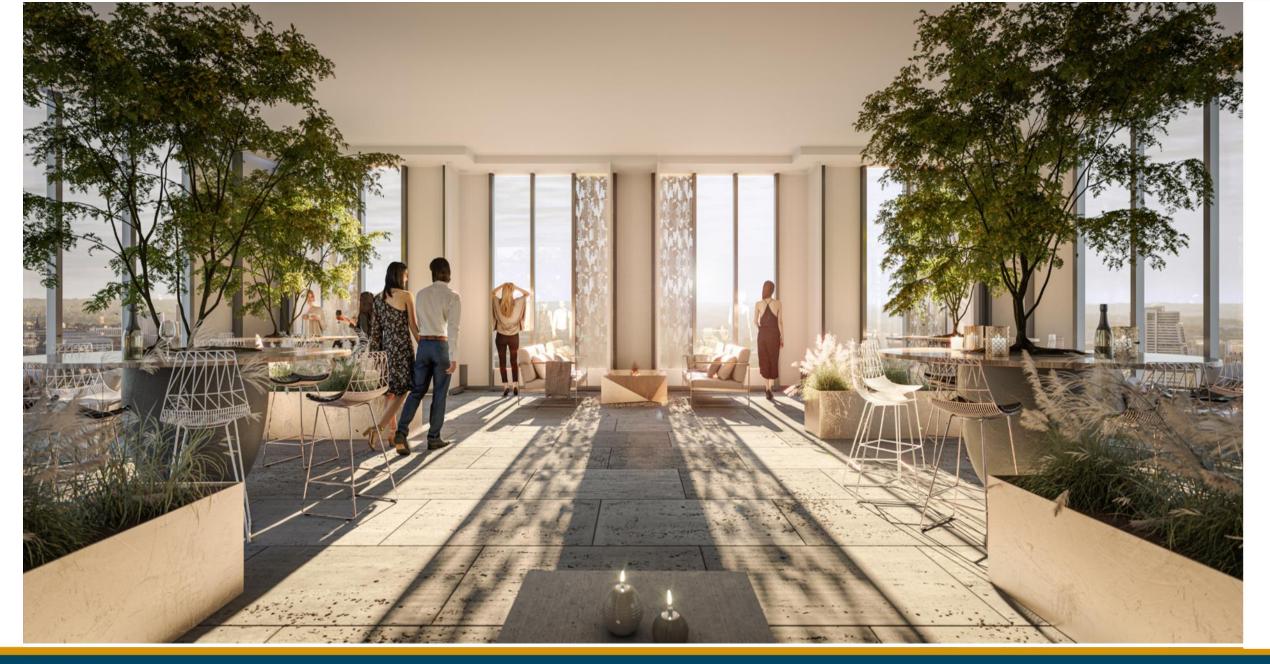








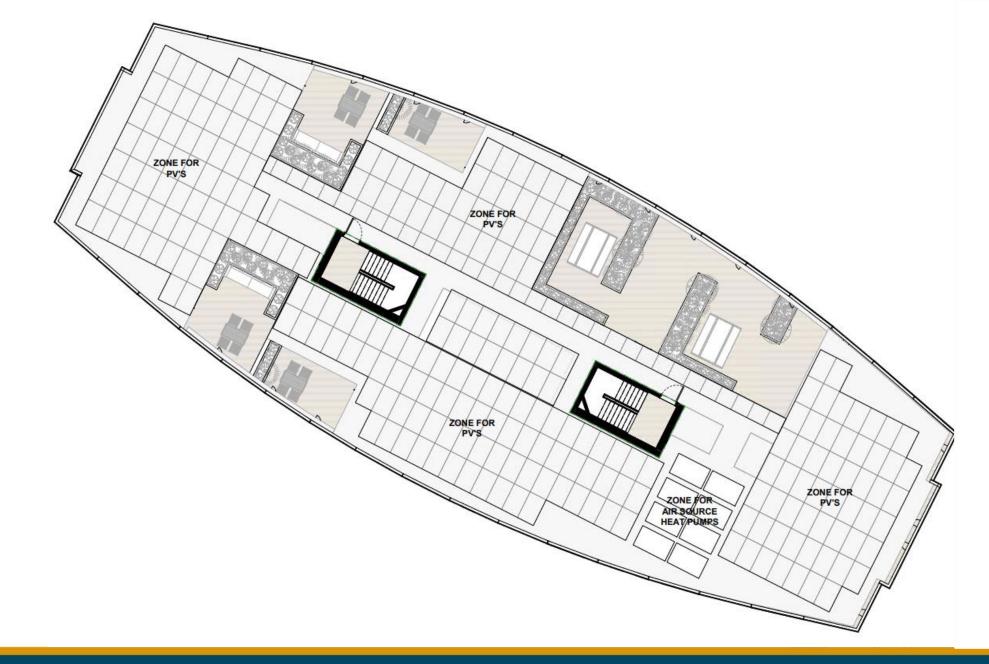














Question 1. Do Members continue to support the Principle of a residential tower in this location?

Question 2. If so, do Members support the height of the tower at 36 storeys?

Question 3. Do Members support the design of tower including use of materials?

**Question 4. Do Members support the proposed Housing Mix?** 

Question 5: Question 5. Do members support the provision of Affordable Housing across floors 2,3,4 and 30?

Question 6: Do Members consider the levels of amenity provided for residents to be sufficient?

Question 7: Do Members consider the relationship between Phases 1 and 2 to be acceptable?

Question 8: Do Members consider the provision of funding towards local green space projects an acceptable alternative to on-site provision?

Question 9: Are Members happy with the low level of parking being off-set by the requirement of a contribution towards cycling infrastructure?

Question 10: Do Members consider the amount of wind mitigation required and the emerging design solutions acceptable in principle?







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