



Report of the Chief Planning Officer

SOUTH & WEST PLANS PANEL

Date: 3rd August 2023

Subject: 22/06370/FU - Demolition of the existing buildings and construction of a new building for residential use (Use Class C3), provision of internal roads for vehicular and pedestrian access and servicing, car parking, landscaping, a substation, new pedestrian infrastructure and modifications to existing vehicular and pedestrian access at the Former Weetwood Police Station, 300 Otley Road, Weetwood, Leeds, LS16 6RG

Applicant: Weetwood Developments Ltd

Electoral Wards Affected:

Adel & Wharfedale

Yes

Ward Members consulted

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

POSITION STATEMENT: This report is brought to Plans Panel for information. Officers will present the details of the emerging scheme to allow Members to consider and comment on the proposals at this stage and ahead of a formal plans panel presentation. Members are requested to note this report on the proposal and to provide views in relation to the questions posed to aid the progression of the application.

INTRODUCTION:

1. This report is a Position Statement meaning that the application is not being reported for determination at this point in time. The purpose of this Position Statement is to inform Members of the proposal, to report on the progress of the application and to seek Members comments and suggestions on key planning issues associated with this particular development. As such where Officer opinions are provided these represent the interim thoughts of Officers, which could evolve prior to the determination of the application, subject to further information/evidence and revisions to the scheme.

2. The proposal includes viability considerations and at present it seeks to provide a lower level of affordable housing contributions that required by Policy H5 of the Core Strategy. As such the proposal constitutes a Departure from the Development Plan. Consequently, it highly likely that the final version of the proposals will be reported to Plans Panel for determination in line with the requirements of the Officer Delegation Scheme.

PROPOSAL:

3. The proposal is a Full application which relates to the demolition of the existing buildings and construction of a new building for residential use (Use Class C3), provision of internal roads for vehicular and pedestrian access and servicing, car parking, landscaping, a substation, new pedestrian infrastructure and modifications to existing vehicular and pedestrian access
4. The proposed new building will provide a total of 127 Build to Rent residential units (1-3 bed, which falls within the C3 use class. The glossary of the NPPF defines Build to Rent as *'Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control'*.
5. The proposed building incorporates an L-shaped format which ranges between 4 & 6 storey in height. The building has a flat roof design with roof terraces, green roofs and Solar PV infrastructure. The building will be constructed of brick with bronze colour aluminium window openings and metal shade panels. Each property benefits from an external balcony or terrace. The building also incorporates a 'work from home' area adjacent to the building entrance for use by residents
6. The proposals include the provision of on-site green space. This includes the provision of a publicly accessible landscaped podium deck to the front (west side) of the building which will provide level access from Otley Road. The podium is served by a pedestrian bridge from Otley Road. The bridge has been designed to weave through the existing trees and it incorporates a balustrade formed by bronze fins. Informal parcels of green space and landscaping are also proposed to the north and south of the landscaped podium.
7. Vehicular access to the site will be retained as per the existing situation. From Otley Road, the northern access will be retained as access only, with the southern access retained as egress only. From the Ring Road, the existing access will be retained and will continue to operate as two-way entry and exit. The highways proposals include the addition of an automatic vehicle barrier and intercom at the north of the site to prevent bypassing of the Lawnswood roundabout. A total of 140 parking spaces will be provided at the site, with the majority provided under the building and landscaped podium deck. The parking provision includes seven disabled spaces (5%), 70 spaces with electric vehicle (EV) charging facilities (50%), and 70 spaces with passive EV charging facilities (50%), which can be brought online as demand dictates. A Car Club space is also proposed. There will also be 13 car parking spaces for visitors. In addition, 139 secure cycle parking spaces will be provided (equating to one space per unit, plus 12 visitor spaces).
8. The development incorporates low carbon and renewable technology including the provision of air source heat pumps and photovoltaic panels.

9. The proposals include an off-site affordable housing contribution (£700,000) towards delivering affordable housing in the area, as well as additional S106 contributions to support a Travel Plan and Monitoring (estimated £68,626.50). In addition, the scheme will also be required to pay CIL contributions (estimated £996,865).
10. A range of documents have been submitted to support the proposals including:
 - Planning Report
 - Design & Access Statement
 - Financial Viability Assessment
 - Statement of Community Involvement
 - Landscape and Visual Appraisal
 - Transport Statement
 - Travel Plan
 - Arboricultural Report
 - Ecological Impact Assessment & Biodiversity Metric
 - Flood Risk Assessment + Drainage Strategy
 - Sustainability Report / Energy Statement
 - Noise Impact Assessment
 - Air Quality Impact Assessment
 - Phase One Contamination Study

SITE AND SURROUNDINGS:

11. The application site is a 1.4 hectare brownfield site which originally encompassed Weetwood Police Station. The site was vacated by West Yorkshire Police in 2020 and has since been used as a temporary base for a TV production as well as by the Calf Shed (childrens services) who occupy the separate single storey building to the rear.
12. The site is located to the north-east of Lawnwood Roundabout, to the east of Otley Road (A660), within the Main Urban Area of Leeds. The site is bounded by Bodington Hall Playing Fields (University of Leeds) to its north and east boundaries. These fields are designated as protected playing pitches within the Site Allocations Plan. Suburban residential development lies to the west of the site to the other side of Otley Road. The residential properties are predominantly two storey detached and semi-detached properties, however some three storey development is present at Grangewood Court and Woodlands Court.
13. The Weetwood Hall Estate lies to the south of the site beyond the Ring Road (A6120). The estate contains a range of listed buildings including Weetwood Hall (Grade II*), Stables (Grade II), Lodge (Grade II) and gates, piers and flanking walls to the lodge (Grade II). The estate and adjacent land also lie within the Weetwood Conservation Area. The boundary of the conservation area is formed by the southern edge of the Ring Road. Lawnswood School (secondary school), lies to the south-west of the site on the opposite side of the Lawnswood roundabout.
14. The application site currently encompasses the main former police station building which has a T-shaped layout and is two storeys in height with pitched roofed. A detached single storey building is situated to the east of the main building. Both buildings are constructed of red brick with a red tile roof. The buildings are surrounded by large areas of hardstanding which provide overground car parking and internal access roads. Substantial mature tree cover is present on the

boundaries of the site, with the majority of the trees lying within the application site. These trees are protected by a Woodland TPO (Ref: TPO2021_004).

15. The land levels across the majority of the site are relatively flat. However, the site is situated on a lower land level than the adjacent Otley Road.
16. The existing site is accessed by vehicles from Otley Road (A660) and Leeds Ring Road (A6120), with an entry only on the northern part of the site (via the A660) and a separate exit only into the A660 further southwards.

RELEVANT PLANNING HISTORY:

17. The planning history for the site dates back to the early 1980's when planning permission was granted for the original police station development. Since this date the site has only undergone minor changes and alterations. Recently in 2021 the site obtained planning permission for a range of temporary uses. This permission is set to expire on the 31st October 2024.

Planning Application History:

- **22/00184/FU** - Variation of conditions 2 (plans to be approved), 3 (no HGVs), 4 (uses), 5 (external storage), 9 (vehicular access) and 10 (cycling) of previously approved planning application 21/03489/FU - Relating to amendments to access requirements (Approved – 2022)
 - **21/03489/FU** - Temporary change of use from former Police Station (Sui Generis) to a range of commercial, business and service uses (Use Class E(c) and/or E(d) and/or E(f) and/or E(g)) and/or Use Class B8 (Storage and Distribution) and/or TV/Film production set (Sui Generis) (Approved - 2021)
 - **11/04094/FU** - Solar photovoltaic panels to roof of police station (Approved – 2011)
 - **26/700/05/FU** - Single storey front extension to police station (Approved – 2006)
 - **H26/1228/79** - Outline application to lay out accesses, roads and services, and erect three storey police building (Approved - 1980)
- The site has also been subject to pre-application enquires for residential development. Most recently in 2021 an enquiry was submitted in relation to a circa 200 unit Build to Rent residential scheme which extended up to 7 storeys in height. The design of the scheme evolved significantly throughout the pre-application process driven by a series of design-led meetings with the developer, with the final proposals varying between 4-6 storeys, and with a reduced capacity (similar to the current proposals). Officers provided a range of policy advice on the scheme. In particular, it was concluded that the principle of a residential use on the site was acceptable. However, potential concerns were raised in relation to the scale of the proposals and Officers were not convinced that the scale/height of development successfully assimilated into the surrounding context. It was advised that if the scale was reduced further and introduced gentle density the scheme would have a much better chance of obtaining an approval.

PUBLIC/LOCAL RESPONSE:

18. The application was advertised as a major development affecting the setting of a Listed Building and conservation area. Site notices were posted around the site and the application has been publicised in the Yorkshire Evening Post.
19. In total two representations to the proposed development have been received, one in objection and one in support of the proposed development.
20. The first letter is from Adel Neighbourhood Forum and is in objection to the proposed scheme, albeit the letter states the forum in general support the 'suitable' residential redevelopment of site. The letter raises the following issues:
 - Scale and bulk is out of keeping
 - Large footprint
 - Will double the height of the tallest building within the area
 - Design is uninteresting and out of keeping with other building within Adel
 - Monolithic frontage / lack of interest
 - Trees do not fully screen the development, especially to eastern elevation
 - Balconies create a security weak point.
 - Insufficient parking levels
 - Bus travel not always viable
 - Flats unsuitable for families and will lead to more multi occupancy flats increasing pressures
 - Difficulty crossing the ring road until Lawnwood Roundabout improvements are completed.
 - Highways safety concerns due to conflict with Lawnswood roundabout improvements.
 - Concerns in relation to the type of units
 - Agree with the applicant that there is demand from existing residents for smaller housing units in Adel.
 - Do not consider that this development will meet this demand being exclusively Build to Rent and flats
 - Insufficient affordable housing provision / preference for on-site provision.
 - Trees - if the application is approved, the new planning should be completed as early as possible but those trees which are alive but in poor condition should not be felled until it becomes absolutely essential.
 - Development is contrary to national and local planning policies and guidance including the emerging Adel Neighbourhood Plan and the Adel Design Statement.
21. The remaining letter is from Leeds Civic Trust and states that the representation is in support of the scheme, with comments. The comments welcome the new build close to the footprint of the existing building which results in the preservation of most of the existing mature trees bordering the site. They also welcome the provision of undercroft parking, particularly the inclusion of a 'podium' above which provides more accessible open space adjoining the residential blocks and links to the pedestrian access to the site. The provision of balconies are supported too. The Trust state that the one issue of concern is the location of the site in relation to the Lawnswood Roundabout which, not being signalised, is currently difficult, if not unsafe, for pedestrians and cyclists to negotiate. The provision of 127 residential units will significantly increase the footfall across the roundabout so that signalisation should be implemented before the development is completed. Section 106 contributions towards any signalisation should be considered.

CONSULTATION RESPONSES:

Statutory consultees:

22. Historic England: No advice offered (No comment). Suggest the views of specialist conservation and archaeological advisers are sought.
23. Yorkshire Water: A series of planning conditions to protect water supply and waste water / surface drainage have been recommended.
24. West Yorkshire Archaeology: The West Yorkshire Historic Environment Record has been checked and there are currently no known significant archaeological issues or concerns associated with the development of this site.

Non-Statutory consultees:

25. Local Plans: Whilst the principle of residential use on the site is accepted, there are detailed planning policy matters which remain to be satisfied. These include justification for the affordable housing provision and green space quantum / design.
26. Design Team: Provisionally suggest that the scheme is supportable. The following comments are offered:
 - The building will be seen from the road behind the trees, but the impact should be less due to the building been set down in the site. Perception should be that you are seeing part of a building and not a whole building which means its impact is less. It is also some way behind the magnificent mature trees. These trees will always draw attention.
 - The building is a singular building but not an uncompromising block. The singular format provides economies of layout but aesthetically the building is visually broken down with varying building heights. The form is also alleviated by the various planes of façade moving and changing.
 - The roofs are flat so as not to create excessive height with pitched roofs. Some of the roof spaces are activated and used as social spaces.
 - The elevations are suitable and have some ordered contextual, mainly brick facades. The windows have a vertical emphasis. The elevations show contemporary larger glazed windows to give the internal living spaces some vitality and visual connection to the external environment.
 - The building itself should over time create its own character to the area as the visual style picks up on the surroundings
27. Highways Team: Detailed comments have been provided by the Highways Officer. In the general the proposal is considered to be acceptable in principle. The proposed parking provision is considered to be acceptable. The development will result in 27 and 13 less trips on the highway network during the AM and PM peaks respectively as such it is accepted that the proposed development will not result in a severe impact on the highway network. Planning conditions recommended in relation to visibility splays, cycle facilities, highway condition survey, statement of construction practice, waste collection, parking eligibility, off-site access works, Electric Vehicle Charge Points (EVCP), signage, gates, access barrier, internal network safety measures and footbridge details.
28. Landscape Officer: The approach to existing trees is broadly supported and the removal of 1 young healthy tree protected by TPO (T33) is accepted as necessary to

construct the pedestrian footbridge. It is positive that the eastern site boundary is to be infill planted to strengthen the buffer/screening function. The balance of hard to soft landscape on the podium and quantum of green space across the site requires further discussion. Providing only 1 piece of play equipment/furniture for 127 dwellings is not sufficient.

29. Nature Officer: Overall, there will be a 18.34% increase in Habitat Biodiversity Units, and 206.54% increase in Hedgerow Biodiversity Units. While the submitted Biodiversity Metric 3.0 Calculation Tool flagged up a habitat trading issue regarding the loss of approximately 100m² of 'Other woodland; mixed' (a medium distinctiveness habitat), equating to 0.06 habitat biodiversity units, Nature Team is satisfied that the planting of over 1000m² of 'Urban Trees' (also a medium distinctiveness habitat), equating to 0.42 habitat biodiversity units, is an acceptable biodiversity gain.
30. Presence of bat roosts – Appropriate nocturnal bat surveys (dawn and dusk) of the buildings recorded a single bat roost within Building 2. The EclA concluded it was a day roost for a small number of common pipistrelles. Mitigation measures regarding the bat roost described in the EclA are acceptable. Protection for bats where a bat roost is confirmed as present and will be affected, can be conditioned. Further planning conditions are suggested to mitigate the impact on bats (from artificial lighting), breeding birds, provision of bat roosting and bird nesting features, hedgehog protection measures and invasive non-native species. A Construction Management Plan (CEMP) and Biodiversity Enhancement & Management Plan (BEMP) will also be secured by condition.
31. Flood Risk Management: No objections, subject to the imposition of planning conditions.
32. Conservation Team: No comment offered. Please determine in accordance with national legislation and national and local policy and guidance.
33. Contaminated Land: The Phase 1 Desk Study submitted in support of the application identifies the needs for a Phase 2 Site Investigation Report on part of the site. Ideally this should be provided prior to determining the application, however, should approval be recommended or there be insufficient time to obtain the recommended information then conditions are recommended.
34. Environmental Studies (Transport Strategy Team): We agree with the methodology and findings of the NIA (the results of which correlate well with Defra's noise mapping for this area) and concur that by installing the recommended glazing specification in conjunction with the proposed alternative means of ventilation, then internal noise levels should meet those recommended within BS 8233
35. Influencing Travel Behaviour Team: The Travel Plan needs to be included in the S106 agreement along with a Travel Plan Review fee (£3,666), provision of a Leeds City Council Car Club provider parking space (with EV charge point) and the provision of a Residential Travel Plan Fund (£64,960.50).
36. Bridges Team: In principle, we do not have any objections to the proposal providing that the proposed bridge and route remains in private ownership. Planning condition recommended.
37. Access Officer: Requests plans for each of the M4(3) units to check compliance with standards.

38. Environmental Health Services: Recommend approval with conditions in relation to sound and ventilation Strategy / room overheating and noise limits compliance, including the provision of details and the assessment of air source heat pumps and other external plant.
39. Climate and Energy Officer: The summarized CO2 emissions are satisfactory and above the percentage improvement required over Part L1A of 2013 building regulations set out in Leeds Core Strategy EN1 policy as per the summary provided in the sustainability statement. Air Source Heat Pumps (ASHPs) and PVs are the chosen Low or Zero Carbon (LZC) energy source. Summary of their potential to cover the energy demand of the building exceeds the minimum required by policy.
40. Waste Management Team: Accessibility of the bin stores is acceptable. Leeds City Council's refuse collection strategy is for alternate weekly collections. A site of this size would require 42 x 1100 litre bins. The planning documents provided indicate a twice weekly collection of each waste stream. This is not something waste management could accommodate. If LCC collections are required then storage for 42 bins needs to be provided.

RELEVANT LEGISLATION:

Relevant Legislation

41. Section 38(6) of the Planning and Compulsory Purchase Act states that for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan, unless material considerations indicate otherwise. The Development Plan comprises of the Core Strategy as amended by the Core Strategy Selective Review (2019), Site Allocations Plan (2019), Natural Resources and Waste DPD (2013), Aire Valley Area Action Plan (2017), saved policies of the UDPR (2006) and any made Neighbourhood Plan.
42. Conservation area: Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in the exercise, with respect to any buildings or other land in a conservation area of any functions under the Planning Acts, that special attention shall be had to the desirability of preserving or enhancing the character or appearance of that area.
43. Listed Buildings: Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant planning permission... for development which affects a listed building or its setting, the local planning authority ...shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

RELEVANT PLANNING POLICIES:

National Policy

National Planning Policy Framework (NPPF)

44. The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development

can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions.

45. The most relevant chapters of the NPPF in relation to the proposed development are considered to be:
- 2. Achieving sustainable development
 - 4. Decision Making
 - 5. Delivering a sufficient supply of homes
 - 8. Promoting healthy and safe communities
 - 9. Promoting sustainable transport
 - 11. Making effective use of land
 - 12. Achieving well designed places
 - 14. Meeting the challenge of climate change, flooding and coastal change
 - 15. Conserving and enhancing the natural environment.

National Planning Policy Guidance (NPPG)

46. Provides further detailed guidance relating to the importance of good design amongst others.

Local Planning Policy

Core Strategy, as amended (2019)

47. **Spatial Policy 1** - Seeks to concentrate the majority of new development within the main urban areas and ensure that development is appropriate to its context
- H2** - New housing development on non-allocated sites
 - H3** – Housing density
 - H4** - Housing Mix
 - H5** – Affordable Housing
 - H9** - Minimum Space Standards for new dwellings
 - H10** - Accessible Housing Standards
 - P10** - Seeks to ensure that new development is well designed and respects its context
 - P11** - Conservation
 - P12** - Landscape
 - T2** - Seeks to ensure that new development does not harm highway safety.
 - G1** - Enhancing and extending green infrastructure
 - G4** – Green space provision
 - G8** - Protection of important species and habitats
 - G9** - Biodiversity improvements
 - EN1** - Climate change – Carbon Dioxide reduction
 - EN2** - Sustainable Design and Construction
 - EN5** - Managing Flood Risk
 - EN8** – Provision of electric vehicle charging points
 - ID2** – Planning obligations and developer contributions

Natural Resources and Waste DPD (2013)

48. **General Policy 1** - General planning considerations
Water 6 - Flood Risk Assessments
Water 7 - Surface Water Run Off
Land 1 - Land contamination
Land 2 - Development and trees

Saved UDPR (2006) Policies:

49. **GP5** - General planning considerations
N19 – Design of new buildings and extensions within/adjacent to conservation areas
N24 - Development proposals abutting open land
N25 – Development and site boundaries
BD4 – Plant equipment and service areas
BD5 - Design considerations for new builds.
LD1 - Landscape design

Supplementary Planning Documents

50. Neighbourhoods For Living (2003, 2015)
Tall Buildings SPD (2010)
Transport SPD (2023)
Accessible Leeds SPD (2016)
Guideline Distances to Trees document

Emerging Policies

Adel Neighbourhood Plan

51. The site lies within the Adel Neighbourhood Area. Adel Neighbourhood Forum are currently producing a Neighbourhood Plan for the Neighbourhood Area. The plan is still in draft form and it has yet to be submitted for Independent Examination (expected later this year).
52. The emerging plan contains policies in relation to the following planning areas:
- Natural and built heritage
 - Character and design
 - Housing
 - Community facilities and green space
 - Retail and business
 - Highways and traffic
53. Weight to be attached to Neighbourhood Plans is judged in accordance with Paragraph 48 of the NPPF. Local planning authorities may give weight to relevant policies in emerging plans according to: a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given); b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).
54. Consequently at this moment in time only limited weight can be attributed to the emerging policies, given the remaining key processes (Submission + Referendum)

which still need to be undertaken prior to the Plan being Made and forming part of the Leeds Development Plan. However it should be noted that the Neighbourhood Plan could well carry more decision-making weight by the time this development proposal is determined.

55. **MAIN ISSUES:**

- The principle of the development
- Heritage considerations
- Character and appearance
- Housing Mix
- Affordable Housing / Viability
- Green Space
- Residential amenity – Neighbours
- Residential amenity – Future Occupants
- Ecology / Nature / Trees
- Highways considerations
- Climate Change
- Accessible housing / Access for all
- Other Matters
- Representations
- Conclusions

APPRAISAL:

Principle of development

56. The site is not allocated for any particular form of development within the Development Plan.
57. The site is considered to constitute previously developed land and is located within the main urban area of Leeds which is situated at the top of the defined settlement hierarchy within the Core Strategy (Policy SP1) and is considered to be the main focus for housing delivery within the city.
58. Policy H2 of the Core Strategy states that new housing development on non-allocated land is acceptable in principle providing that specific criteria are met. Whilst the proposal relates to 127 new residential units, which is not insignificant, the proposals will not exceed the capacity for transport, given that it will result in less traffic on the highway network during peak hours than the previous police station use (Sui Generis use). The proposal is also not considered to exceed the capacity for educational and health infrastructure. In particular the proposals will provide CIL contributions which could be made available to provide improvements to infrastructure such as education provision and other improvements. Furthermore, given the mix of the units proposed (mainly smaller units), it is considered the demand on education provision as a result of the proposal would not be substantial.
59. The proposal is situated within a sustainable location and complies with the accessibility criteria contained within criterion ii) of Policy H2. In particular the sites location benefits from good accessibility to a range of local community facilities and services. The site is also situated close to good bus links into both Headingley Town

Centre and the City Centre with the nearest bus stop laying directly adjacent to the western boundary of the site on Otley Road.

60. Furthermore, the proposal is not situated on land defined as Green Belt, or designated as green space. In addition, as previously stated the site is considered to constitute brownfield land as such criteria iv) and v) of the policy are not relevant.
61. Consequently, the proposal is considered to comply with Policies SP1 and H2 of the Core Strategy and the principle of development is accepted. The proposal would also make efficient use of land and provide a boost to Leeds' housing supply. Whilst Leeds can presently demonstrate a housing supply in excess of 5 years, the delivery of these additional units is still afforded weight within the decision-making process

Question 1: Do Members support the principle of residential use on the site?

Heritage Considerations

62. Section 66 (1) of the Planning (Listed Building and Conservation Area) Act 1990 requires that where a development affects a listed building or its setting, special regard should be given to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses. Whilst Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of conservation areas. Further paragraph 200 of the NPPF states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Development Plan policies such as P11 of the Core Strategy and N19 of the UDPR also seek to conserve the historic character of designated areas, including their setting.
63. Weetwood conservation area and a cluster of listed buildings associated with Weetwood Hall (Grade II* - Grade II) lie to the south of the site. However, these heritage assets are situated approximately 100m from the proposed new building, which is a significant spatial separation. Notably, significant tree cover and the 4-lane Ring Road are also situated in-between creating a visual barrier. As such there will be very limited inter-visibility between the proposal and the heritage assets. It is therefore considered that the proposal will not be detrimental to the setting of the Weetwood Conservation Area or the nearby listed buildings.

Character and Appearance

64. Policies within the Leeds development plan and the advice contained within the NPPF seek to promote new development that responds to local character, reflects the identity of local surroundings, and reinforce local distinctiveness. The NPPF states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. It is therefore fundamental that new development should generate good design and respond to the local character. The NPPF (Para 134) goes on to state that that permission '*should be refused for development which is not well designed, especially where it fails to reflect local design guidance and supplementary planning documents...*' However significant weight should be attributed to development which reflects local design policies and government guidance on design and well as outstanding or innovative designs which promote high levels of

sustainability, or help raise the standard of design more generally in the area, so long as they fit in with the overall form and layout of their surroundings.

65. Policy P10 of the Leeds Core Strategy deals with design and states that *inter alia* alterations to existing, should be based on a thorough contextual analysis and provide good design that is appropriate to its location, scale and function. Developments should respect and enhance, streets, spaces and buildings according to the particular local distinctiveness and wider setting of the place with the intention of contributing positively to place making, quality of life and wellbeing. Proposals will be supported where they accord with the principles of the size, scale, design and layout of the development and that development is appropriate to its context and respects the character and quality of surrounding buildings; the streets and spaces that make up the public realm and the wider locality.
66. The existing buildings on the site are 1-2 storeys in height with pitched roofs and sit discreetly within the streetscene behind mature tree cover and on a lower land level than Otley Road to the west. The adjacent development to the west is predominantly characterised by two storey residential development, however some three-storey flatted development is present adjacent to Otley Road. Within the wider locality some larger buildings / structures are present including Lawnswood School (4 storeys in part), Weetwood Hall (2/3 storeys with 4 storey tower) and the Brownlee Centre (3 storeys).
67. The proposed new building extends to between 4-6 storeys in height (up to 19 metres). The Tall Buildings SPD defines a tall building as one which is taller than its neighbours and/or which significantly changes the skyline, context or character of an area. In this regard the proposed building would constitute a tall building as it is significantly taller than the immediate neighbouring buildings (2-3 storey). However, a 4-6 storey building could also be reasonably described as being mid-rise development, which is not uncommon within a suburban setting. The sites standalone location also provides the potential for a higher density of development to be achieved.
68. It should be noted that given the topography, with the site sitting on a lower land level to the adjacent road as well as the installation of the landscaped podium at road level, the front of the building will appear as 4-5 storey development when viewed from Otley Road with the bottom storey hidden under the platform. Land levels to the adjacent open land (sports pitches) are however, relatively flat and the building will appear as a 5-6 storey structure to this elevation.
69. The proposed development positively addresses and faces Otley Road. The perceived 4-5 storey scale of the development to this elevation is mitigated by its setback from the highway, the use of muted colour tones, fluctuating / staircasing build heights and articulation of the facade which includes various planes and setbacks ensure that the facade has interest/movement, breaking up its mass and ensuring that it does not form a bulky and flat elevation. Notably, the Otley Road facing elevation is also well screened and sits behind and below mature tree cover. Whilst this tree cover is deciduous in nature and will not prevent views all year round, the tree cover will still provide some mitigation and draw attention away from the building. Notwithstanding that the proposal will be taller than the existing residential development to the west, these characteristics are considered to ensure that the scale and height of development to this elevation (west) will integrate sympathetically into the streetscene without being detrimental to the character or appearance of the locality.

70. In contrast the east elevation of the development raises up 5 to 6 storey and is situated adjacent to open land (sport pitches). Policy N24 of the UDPR requires developments which abut open land to sympathetically assimilate into the landscape. Whilst the development demonstrates amenable front to back quality and consistency within its design, the east elevation is of significant length and bulk, whilst the extent and height of tree cover is also lesser to this boundary. The applicant has submitted a range of photorealistic viewpoints (CGI's) from the Ring Road. These show the development in situ (during winter), from 5 different viewpoints travelling along the Ring Road (east to west). These highlight that the proposal will be most visible at a point (Point 4) approximately 180 metres to the east of Lawnwood roundabout where it will extend above the tree canopies. Consequently, there are some concerns that the proposal is pushing the boundaries in terms of its height / scale in this location and would result in an abrupt interface between the urban development and open land.
71. In mitigation the building is setback over 120 metres from the Ring Road at this point and the trees which align the northern edge of the carriageway will provide significant screening in the spring-summer months. No footpaths are also present alongside the Ring Road at this point and it is only likely to be subject to standing traffic at peak times. Outside of these peak times drivers will only get a mid-to-long range fleeting view of the proposal. Whilst the adjacent sports pitches are generally open in nature (free from development), they still have some urban influences driven by various built development and buildings on university land. The Design Officer also states that whilst the building will be visible the perception is that you are seeing part of a building and not a whole building which means its impact is less. Members' views are particularly sought in this regard (height and scale), to assist the future direction of the application.
72. In terms of general design the proposal will create an attractive, contemporary building which benefits from structured and ordered elevations, with large and deep recessed windows providing shadows / shade and sculptural quality and interest to the elevations. The use of brick is also supported in terms of placemaking, given that it is a key building material within the surrounding area whilst the bronze windows and detailing add quality and refinement to the elevations. Notably, the proposal also retains and safeguards the characteristic mature landscaped setting of the site (discussed in further detail later within this report).
73. In addition, the introduction of a substantial landscaped podium at street level provides an attractive interface and helps to anchor the building to the street. The proposed pedestrian bridge is also of high design quality and provides a point of interest and attractive gateway into the site.
74. The existing site is dominated by overground parking. Whilst overground parking is still a feature of the proposed development, the majority of the car parking is screened from predominant public views below the proposed landscape podium.

Question 2: Do Members support the proposed height/scale of the development at 4-6 storeys?

Question 3: Do Members support the design of the development including the proposed palette of materials?

75. Policy H4 of the Core Strategy sets out the housing mix (number of beds) requirements for new housing developments within Leeds. The policy seeks to ensure that new housing delivered in Leeds is of a range of types and sizes to meet the mix of households expected over the Plan Period (i.e. it meets the needs of Leeds). The proposed housing mix has been compared against the requirements of Policy H4 below:

Type of dwelling	Number of dwellings proposed	Proposed Mix	H4 Target	H4 Min	H4 Max	Meets H4
1 Bed	25	19.7%	10%	0%	50%	Yes
2 Bed	76	59.8%	50%	30%	80%	Yes
3 Bed	26	20.5%	30%	20%	70%	Yes
4+ Bed	0	0%	10%	0%	50%	Yes
Total	127					Yes

76. The table above indicates that the proposed housing mix (1-3 bed) complies with the housing mix thresholds contained within Policy H4 of the Core Strategy.
77. It is noted that Policy H4 also seeks secure a mixture of houses and flats across residential sites. However, given the scale and character of the site it is considered that a wholly flat-led development is acceptable in this instance.
78. Overall, the proposal is considered to provide an appropriate mix of unit sizes in line with the requirements of Policy H4 of the Core Strategy.

Question 4: Do Members support the proposed housing mix?

Affordable Housing / Viability considerations

79. Policy H5 of the Core Strategy requires residential developments to deliver affordable housing provision, commensurate to the scale of the development. The site is situated within Affordable Housing Market Zone 1, which has a requirement for 35% of the units to be affordable.
80. For Build to Rent developments, such as this proposal Policy H5 provides 3 options in relation to the provision of affordable housing:

'Build-to-rent developments shall provide either:

- 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 at affordable housing benchmark rents administered by either a registered provider or a management company with appropriate arrangements for identifying households in need, including City Council nomination rights, which apply in perpetuity, or*
- iii. a commuted sum in lieu of on-site provision of affordable housing of option ii).*

Departures from this policy should be justified by evidence of viability considerations'.

81. The applicants are currently proposing to pursue to affordable housing provision via part iii) - *a commuted sum in lieu of on-site provision of affordable housing of option ii*). However, the applicants have stated that they are unable to provide the full commuted sum requirement in this instance due to viability considerations. In light of the viability issues the applicants have proposed an off-site affordable housing contribution of £700,000.
82. The applicants have stated that the financial viability of the scheme is significantly constrained due to recent increases in construction costs caused by the increasing costs of materials such as steel, chronic shortages of skilled labour, sustained rises in the cost of energy and a range of supply chain related difficulties. These issues have been exacerbated by the war in Ukraine, the global pandemic, global economic uncertainty and the UK's decision to leave the European Union. They have also highlighted that the site is located very close to the affordable housing policy boundary where the target for conventional affordable housing delivery more than halves from 35% to 15%.
83. The applicants have submitted a Financial Viability Assessment to support the scheme. The headline conclusion of the report is the development is projected to make over a £3 million loss (Scheme revenue - £26.8 mil minus Scheme development costs - £29.9 mil).
84. The submitted financial appraisal therefore evidences that based on present day costs and values the proposed a financial contribution towards affordable housing (£700k) exceeds that which could otherwise be justified. The assessment advises that notwithstanding this, the applicant has confirmed they are prepared to commit to delivery of the scheme with the proposed contribution at their own risk by taking an internal commercial view on a range of factors including: i) the potential for future market growth and improvements; and ii) the long-term financial return which will be received from holding the rental homes as an investment asset. It is also argued by the developers that this upfront over-provision of affordable housing, at the developers own risk (proposed in lieu of any future requirements to review viability), is a significant material benefit of the scheme which should be given substantial positive decision weight in the overall planning balance.
85. The applicants state that this £700,000 contribution is equivalent to approximately 15% discounted market rent affordable housing. However, the benefit of this comparison is unclear as part iii) of the policy makes it clear that the commuted sum should be provided in lieu of on-site provision of affordable housing within option ii) (35% intermediate and social rent), not option i) (Affordable private rent). As such whilst the proposed £700,000 contribution is noted, the degree this contribution departs from the requirements of Policy H5 of Core Strategy is not know at this moment in time.
86. The Financial Viability Assessment is currently under consideration by the District Valuer and as a consequence no conclusions can currently be drawn on viability issues and in particular whether the proposed departure from the outlined affordable housing requirements is justified. Comments from the District Valuer should also provide clarity regarding the level of departure from the requirements of Policy which will assist Officers and Members on this issue when the application is reported for determination.
87. Consequently, at this moment in time we are not expecting Members to come to any conclusions on affordable housing / viability issues. Members are requested to note the headline affordable housing and viability issues and provide general comments if they wish.

88. Prior to determination Officers will ensure that any departures from planning policies are robustly justified and the specialist comments from the District Valuer will be integral in this regard.

Question 5: Do Members wish to provide any general comments in relation to affordable housing / viability issues within the proposed development?

Green Space

89. Policy G4 of the Core Strategy requires residential developments to provide new green space commensurate to the number and units size of the residential development proposed. It usually expected that this new green space is provided on site.
90. The proposed development of 127 units with the specified housing mix (1-3 bed), would generate a green space requirement of 4,227 square metres of new green space. It would be difficult to provide this level of provision wholly on-site given the limited size of the site. The Core Strategy advises that for high density schemes (excess of 65 dph) it is expected that at least 20% of green space should be provided on-site with the residual being provided off-site or in the form of a commuted sum.
91. The proposal incorporates a large landscaped podium (1,073 sqm) and two predominantly grassed parcels of land to the north and south of the podium (1,702 sqm) which could be considered to constitute on-site Green Space. In total these areas would equate to around 20% of the site area and provide around 65% of the green space requirement on-site.
92. This would leave a shortfall of 1,452 sqm of green space, for which Officers would prefer to receive an off-site commuted sum (equivalent to £69,371.76), to be spent on improving existing local green spaces. Albeit it is noted that this would result in further (limited) financial pressure on the development. Officers remain in discussions with the applicants in this regard issue with the applicants seeking to provide additional on-site green space, in lieu of providing an off-site contribution.
93. The applicant has recently submitted informal proposals for discussion which seek to provide a pedestrian recreational route through the trees / woodland to the west site, including the provision of a woodchip footpath edged in logs (amongst other changes). If this woodland area was accepted as forming green-space it would remove the requirement for an off-site green space commuted sum. Officers are still considering these proposals however, they are likely to have concerns in relation to potential impacts of the route on biodiversity, the limited functional value of such a route (short linear route) and topographical challenges.
94. The provision of the publicly accessible landscape podium is a key benefit of the scheme. The area provides the potential to create an attractive, accessible, planned and well-designed open space, serving several green space functions which makes a positive contribution to the overall design concept. Officers are currently in discussions with the applicants regarding the design of the landscape podium. The principle of such a podium is supported, however Officers have requested that the soft / hard landscaping ratio of the platform is improved, along with the incorporation of more public seating areas and areas for children's play. Informal revisions in response to this are currently under consideration.

Question 6: What are Members opinions on the potential for the woodland area to be utilised as Green Space, in principle?

Question 7: Do Members have any comments to make in respect of the general approach to green space provision / design across the development?

Residential amenity – Neighbours

95. Core Strategy Policy P10 and saved UDP Policy GP5 note that developments should protect amenity.
96. The site benefits from significant separation to the nearest residential properties which located to the west of the site beyond tall mature tree cover and Otley Road, which is four lanes wide with a central landscaping strip adjacent to the site. These separation distances significant exceed the minimum separation distance contained within the neighbourhoods for Living SPD. As such the proposal will not have a detrimental impact on any neighbouring properties in terms loss of light, over-dominance or overlooking.
97. Given its juxtaposition with the surrounding residential properties the proposal is also not considered the result in any undue noise and disturbance for neighbouring residents. In particular the new green space will be situated on the opposite side of Otley Road which is a key radial route and generates a level of vehicle noise. Furthermore, given the historic use of the site as a 24hr Police Station, the proposal will not result in any demonstrable harm as a result of the proposed number of vehicle trips.
98. Overall, the proposal is not considered to result in any undue amenity concerns for neighbouring occupants in line with the requirements of Policy P10 of the Core Strategy, Policy GP5 of the UDPR and guidance contained within the NPPF.

Residential amenity – Future Occupants

99. Core Strategy Policy P10 and saved UDP policy GP5 note that development should protect amenity whilst policy BD5 notes that “all new buildings should be designed with consideration given to both their own amenity and that of their surroundings”. The NPPF (paragraph 130), states decisions should ensure that developments create a “high standard of amenity for existing and future users”.
100. All of the proposed 127 residential units would meet the minimum space standard requirements set out within Policy H9 of the Core Strategy. The ceiling heights will also be above the minimum standard to improve natural light, ventilation and thermal comfort. Each of the residential units has an external balcony / terrace area and all of the residents will also have access to private roof terraces and on-site public green spaces. As such, as a baseline the proposal will provide a good level of amenity for the future residents.
101. The proposal includes the provision of 15 apartments at ground level (Level 0), which creates a challenge in amenity terms given their juxtaposition to neighbouring uses. Three of these units (apartments 0.04, 0.05 and 0.06) are situated adjacent to, and sit on a sunken level below the proposed platform deck. To mitigate this, these units benefit from terraces within an increased depth (4.75 metres) and they are also south facing. It is noted that the terraced depth is slightly reduced for apartment 0.04,

however this apartment and terrace benefits from a dual aspect, with an alternative open outlook to the west. The platform also incorporates landscaping buffers to its edges, to prevent overlooking of ground floor and first floor units from the platform at close quarters.

102. Flats 0.08, 0.11, 0.12, 0.14 and 0.15 are located adjacent to footpath links, however the relationship between the footways and ground floor terraces is largely managed by the introduction of landscaping which provides a buffer between the uses. Apartments 0.09 and 0.10 have an abrupt relationship with the adjacent car parking which is generally undesirable. Overall, a few of the ground floor apartments create some amenity concerns given their relationship to neighbouring land which will need to be weighed up in the planning balance. However, in general the proposal will provide a good level of amenity for the future occupiers with weight given to the provision of roof terraces and good quality on-site green space, in line with the requirements of Policy P10 of the Core Strategy, Policies GP5 and BD5 of the UDPR and guidance contained within the NPPF.

Question 8: Do Members have any comments to make in respect of the amenity of neighbours or future residents?

Ecology / Nature / Trees

103. The site currently benefits from an attractive landscaped setting with mature tree cover present to its boundaries. These trees (within the site) are protected by a Tree Preservation Order (TPO). The existing landscaping has many functions including being an attractive attribute of the area, climate change mitigation and biodiversity. As such any proposal should seek to retain and not harm the surrounding trees, as far as practicable and provide appropriate mitigation where necessary.
104. The proposed development is set centrally within the site away from its boundaries. Consequently, the proposal provides adequate spatial separation to the adjacent protected trees and their root protection zones, to ensure that the development will not harm and has an acceptable relationship with the trees, helping to ensure that the existing verdant character is retained.
105. The vast majority of trees which are included within the TPO will be retained on site, except those Category U trees (27 no.), which the Arboricultural Survey identifies as dead or of such poor condition that pose a health and safety risk and should be removed and replaced. A further 9 trees require removal in order to facilitate the development. 7 of these are Category U trees located to the south of the existing police station and are not subject to the site wide TPO. It is noted that one healthy protected tree (T33) is to be removed, however this is considered to be necessary to construct the pedestrian footbridge, which has wider planning benefits. Notably the proposal also incorporates a variety of new planting proposals, including infill planting to the eastern boundary to strengthen its screening function. In total of the 140 trees currently on site, 36 are proposed to be removed, however 123 new trees will be planted within the site. This exceeds the 3 for 1 Policy aspirations contained within Policy LAND2 of the Natural Resources and Waste DPD and will result in a net gain in tree coverage across the site.
106. The retention of the existing trees is also important from a biodiversity / ecology perspective as this provides a valued woodland habitat which supports a variety of wildlife. Policy G9 of the Core Strategy requires developments to result in a net gain for biodiversity across the site (10 %). The submitted ecological impact assessment

and biodiversity impact calculator indicates that the development will achieve a 21.03% net gain in habitat units which exceeds the policy requirements in this regard. This will be largely achieved through the introduction of green roofs/walls, new hedge planting, new native species planting, the use of species rich grass mixes and wildlife friendly planting.

107. Policy G8 of the Core Strategy relates to the protection of important species and habitats. It is noted that the submitted bat survey highlights that the smaller, single storey building on the site was considered to support a day roost of a small number of common pipistrelle bats. Accordingly, the Ecological Impact Assessment recommends a European Protected Species Mitigation Licence will need to be obtained prior to works commencing on the smaller building, and that a further emergence or re-entry survey is undertaken to inform the license. This will be subject to a planning condition should the application be approved. Five trees on site were considered to offer suitability to support roosting bats and these trees will be retained as part of the proposals. The Nature Officer also recommends a variety of planning conditions mitigate harm and enhance habitats for protected species including the need for bat and bird boxes, low impact lighting schemes and hedgehog protection. These would be secured via planning conditions within the wider requirements for a Construction Environmental Management Plan (CEMP) and a Biodiversity Enhancement and Management Plan (BEMP). The proposal is therefore considered to comply with the requirements of Policy G8 of the Core Strategy in relation to the protection of important species, subject to the mitigation measures and enhancements which can be secured via planning condition.

Question 9: Do Members have any concerns or comments relating to ecology / nature / trees?

Highways considerations

108. Core Strategy policy T2 and saved UDPR policy GP5 note that development proposals must resolve detailed planning considerations and should seek to maximise highway safety. This means that the applicants must demonstrate that the development can achieve safe access and will not overburden the capacity of existing infrastructure. It is also outlined within the spatial policies of the Core Strategy it is also expected that development is sited within sustainable locations and meets the accessibility criteria of the Core Strategy.
109. As previously outlined the proposal is considered to be located within a generally sustainable location within the main urban area of Leeds which benefits from good bus links to nearby Centres.
110. The site was previously in use as a district police headquarters which generated a significant level of peak hour traffic movements, given the number of office-based and administrative staff working traditional 0900-1700 hours. In addition, a significant number of additional trips occurred throughout the day as a consequence of the nature of the police work. The submitted Transport Assessment indicates that the proposal will result in a reduction of 27 two-way AM trips, and in the evening peak hour a reduction of 13 two-way trips. As such the proposal will result in a notable reduction in traffic volumes during peak hours compared to the extant use of the site as a Police Station. Consequently, the proposal will not result in any highway capacity or traffic volume concerns.

111. The existing site benefits from direct vehicular access and egress from the A6120 Ring Road. At the north of the site there is also an access only vehicular entrance from the A660 Otley Road and an exit only road on the western boundary to Otley Road. The proposal maintains the principle entrance and egress routes with the addition of an automatic vehicle barrier and intercom at the north of the site to prevent bypassing of the lawnswood roundabout. The southern egress will be modified through the formalisation of the existing kerbing, extending the current provision to physically prevent any left turns in. From the Ring Road, the existing access will be retained and will continue to operate as two-way (entry and exit).
112. The internal road layout will be modified as part of the proposals to facilitate the under-croft car parking area. The internal access road along the eastern boundary will become the primary route through the site for service and delivery vehicles. The internal roads will remain in private ownership and details of the long-term maintenance arrangements for these will be secured by planning condition.
113. The site is situated close to Lawnswood roundabout which is subject to improvement works in the near future. The scheme aims to make the junction safer for all users, more attractive to pedestrians and cyclists and more efficient for bus prioritisation. The emerging scheme includes proposals for a signalised roundabout, signalised pedestrian / cycling crossing facilities, segregated cycle facilities on the approaches to the junction and a 24hr southbound (towards City Centre), bus and cycle lane on Otley Road on the approach to the junction, including the prioritisation of buses at the junction. The scheme is in draft form and still required to progress through the detailed design stage. Given the reduction in proposed trip rates the proposal will not have an impact on the proposed roundabout redevelopment other than minor modifications to the developments 'exit only' junction off Otley Road.
114. In terms of parking provision, a total of 140 parking spaces will be provided at the site with the majority provided under the building to maximise use of existing hardstanding. This parking provision includes seven disabled spaces (5%) as well as 13 car parking spaces for visitors and 13 motorcycle spaces. This level of parking provision is considered to be satisfactory by the Highways Officer given the nature of the scheme and its location. The proposal also incorporates the provision of a Car Club space which will be available to the wider public.
115. 139 secure cycle parking spaces will also be provided, equating to one space per unit plus 12 visitor spaces. 92 of these spaces will be provided as double stacked spaces and 47 will be provided as Sheffield hoop spaces, of which seven will be wider Sheffield hoops.
116. In summary, no severe highway impacts are anticipated from the development, subject various planning conditions recommended by the Highways Officer.

Question 10: Do Members have any concerns or comments relating to highway issues?

Climate change

117. Leeds City Council has declared a Climate Change Emergency. Planning policies within the Development Plan seeks to address this issue by ensuring that developments incorporate measures to help reduce the impacts on climate change. In particular, Policy EN1 of the Core Strategy requires residential developments to achieve reduced predicted carbon dioxide emissions as well as provide a minimum

of 10% of the predicted energy needs of the development from low carbon energy. Policy EN2 requires major residential developments to meet a water standard of 110 litres per person per day, where feasible. Furthermore, Policy EN8 of the Core Strategy requires the installation of Electric Vehicle Charging Points (EVCP) commensurate to the scale of the development.

118. The applicants have provided a Sustainability Statement and Energy Statement which outlines that the development will introduce a range of measures including improved U-values of the external envelope and glazing, improved air permeability of the envelope, improved efficiency of space heating, cooling and hot water, the use of heat recovery for mechanical ventilation system and the use of energy efficient lighting to save Carbon Dioxide emissions. These measures are predicted to save 56,485.43 kg of Carbon Dioxide per year which represents an improvement of 52.7% against the Building Regulations requirements and is in excess of the 20% required improvement contained within Policy EN1.
119. The proposal also incorporates individual air source heat pumps to provide low carbon heating and hot water to the dwellings contributing 380,853.67kWh/annum per annum which represents 90.50% of the sites total energy consumption of 420,841.35kWh/annum. These are located internally within the apartments with supply and extract ductwork to external air bricks. Photovoltaic panels are also proposed on some of the roofs which will provide electricity to the building generating 83,207.72kWh/annum per annum which represents 19.77% of the sites total energy consumption of 420,841.35kWh/annum. Overall, this contribution from low/zero carbon technology is well in excess of the 10% requirement contained within Policy EN1 of the Core Strategy.
120. The supporting technical information also confirms that the development will achieve a water standard of 106 litres per person per day which therefore exceeds the Policy EN2 requirements (110 litres, per person, per day). Sanitary wares within the development will be procured in line with the values set out in the Water Efficiency Calculator.
121. In terms of Electric Vehicle Charge Point (EVCP) provision, 70 out of the proposed 140 spaces (50%) within the development will include a charge point. The remaining 70 spaces will be fitted with passive EV charging facilities, which can be brought online at a later date as demand dictates. This level of EVCP provision is considered to be acceptable by the Highways Officer in line with the requirements of EN8 of the Core Strategy.
122. Overall the proposal is considered acceptable in relation to climate change mitigation, in line with the requirements of Policies EN1, EN2 and EN8 of the Core Strategy.

Question 11: Do Members have any comments in relation to the environmental impact of the proposed development?

Accessible Housing / Access for all

123. Policy H10 of the Core Strategy relates to accessible housing standards. The policy requires new residential developments to include the following proportions of accessible dwellings:

- 30% of dwellings meet the requirements of M4(2) volume 1 of Part M of the Building Regulations 'accessible and adaptable dwellings'.
- 2% dwellings meet the requirement of M4(3) of Part M volume 1 of the Building Regulations 'wheelchair user dwellings', wheelchair adaptable or accessible dwellings.

124. The proposal incorporates 38 apartments which meet the requirement of Part M4(2) of the Building Regulations (accessible and adaptable dwellings), and 3 apartments which will meet Part M4(3) requirements (wheelchair user dwellings), thus complying with Policy H10 of the Core Strategy.
125. Policy P10, part (vi) of the Core Strategy requires developments to be accessible to all users, including visitors. The existing site has a principal pedestrian access in the centre of the western boundary down a number of external steps. The proposed footbridge will remove the need for stepped access to the building by creating level access onto the podium deck to the main entrance of the building. An external lift is also provided to the southern edge of the platform deck which will provide access from the external parking spaces onto the platform. In addition, internal lifts will provide step free access between levels for residents. These lifts within in the building cores allow resident circulation between car parking and residential levels. All balcony/amenity space access is proposed to allow for level access. Accessible parking spaces are also provided at ground level in close proximity to entrances to the building cores.
126. Overall, the proposal is considered to meet the requirements of Policies H10 and P10 of the Core Strategy in relation to accessible housing and access for all.

Question 12: Do Members support the proposed provision of accessible housing and access for all adaptations?

Other Matters

127. *Drainage* – A Flood Risk Assessment and Drainage Strategy has been supplied by the applicant. The Flood Risk Management Team accept that the application site is located in Flood Zone 1 and not at risk of any critical flood risks that require specific mitigation. The proposed drainage strategy is also considered to be acceptable subject to planning conditions.
128. *Wind mitigation* – The Leeds City Council Wind and Microclimate Toolkit is linked to the Tall Buildings SPD and outlines the requirements and thresholds for wind surveys in relation to new tall buildings in Leeds. Good wind microclimate conditions are necessary for creating outstanding public spaces. Adverse wind effects can reduce the quality and usability of outdoor areas, and lead to safety concerns in extreme cases. The proposed building extends up to 19 metres in height. The table in Section 2 of the document advises that new buildings between 15-30 metres in height should undertake Computational (CFD) Simulations OR Wind Tunnel Testing to inform a wind study. Should the proposal continue to be progressed at heights above 15m a wind survey in line with the Tall Building SPD and associated wind and microclimate toolkit requirements will be requested from the applicants prior to the determination of the application, with any recommended mitigation measures incorporated into the design of the development.

Representations

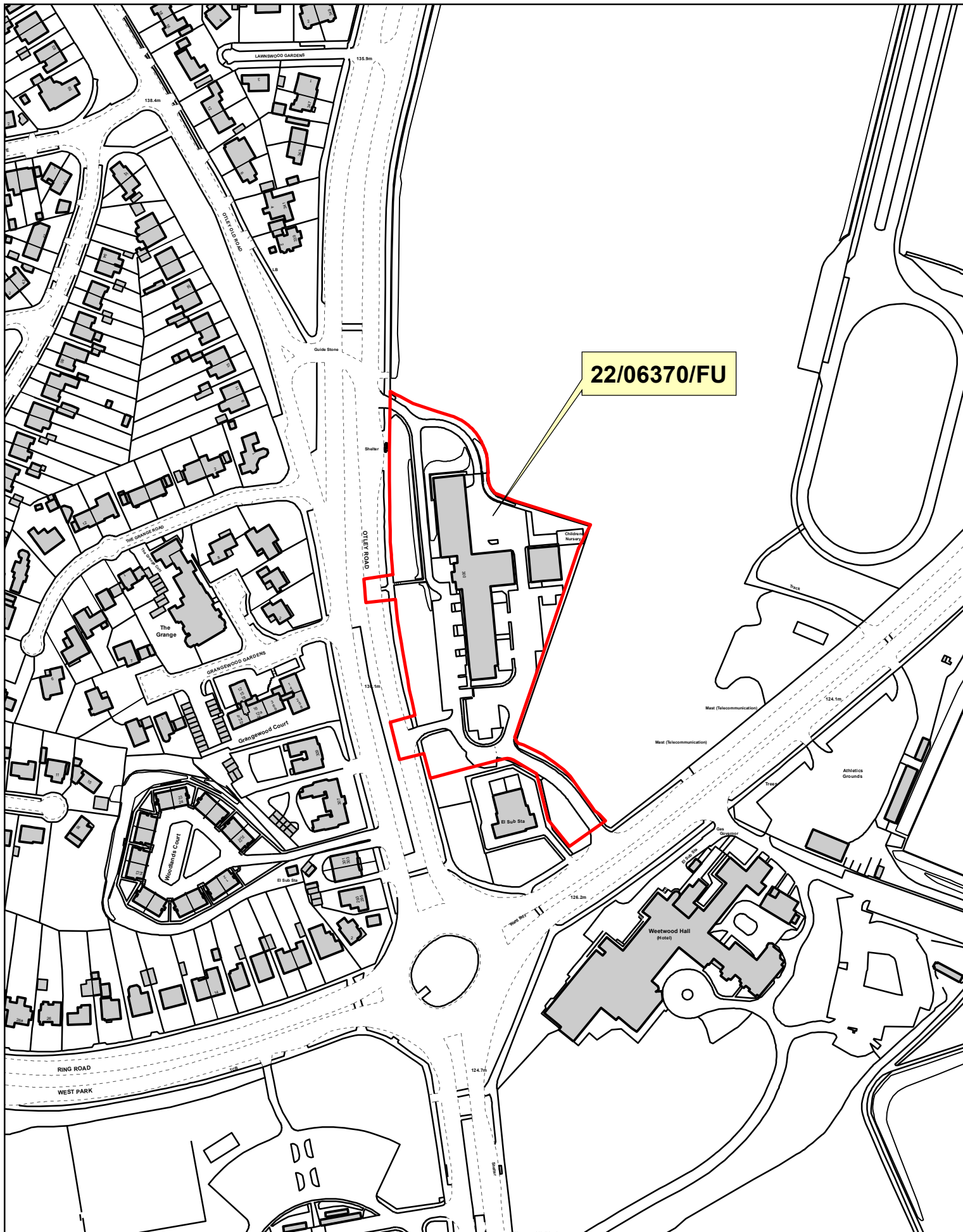
129. As previously outlined two representations to the proposed development has been received, one in objection (Adel Neighbourhood Forum) and one in support of the proposed development (Leeds Civic Trust). The issues raised within the representations are highlighted within paragraphs 22 and 23 of this report.
130. Members are requested to note the matters raised both in support and objection to the proposals at this moment in time

Conclusions

PLANNING BALANCE / CONCLUSIONS

131. The proposed scheme will provide a significant number of planning benefits including the regeneration of a brownfield site, provision of 127 new homes to the housing supply, new publicly accessible on-site greenspace, new tree planting, biodiversity net gain above policy requirements and a climate change resilient building which incorporates zero/low carbon technologies above the policy requirements.
132. However, Members will note that Officers have raised some potential concerns in relation to the design and scale of the building, green space provision and amenity levels for some ground floor units. Members input is especially requested for these elements of the proposal to provide clear direction for future negotiations with the applicant prior to the determination of the application.
133. Members will be unable to conclude on the overall acceptability of the scheme until the outstanding affordable housing / viability issues have been resolved. Officers will await specialist comments from the District Valuer before coming to a conclusion on viability / affordable housing issues. These conclusions will then be reported back at determination stage. However, members can be assured that officers will seek to secure the maximum public benefits from the scheme which includes maximising the affordable housing provision from the development.
134. Members are respectfully requested to provide answers to the questions posed in the main body of this report, all of which are reproduced below for ease of reference and to offer any additional comments that they consider are appropriate regarding this development proposal:
- **Question 1:** Do Members support the principle of residential use on the site?
 - **Question 2:** Do Members support the proposed height/scale of the development at 4-6 storeys?
 - **Question 3:** Do Members support the design of the development including the proposed palette of materials?
 - **Question 4:** Do Members support the proposed housing mix?
 - **Question 5:** Do Members wish to provide any general comments in relation to affordable housing / viability issues within the proposed development?
 - **Question 6:** What are Members opinions on the potential for the woodland area to be utilised as Green Space, in principle?
 - **Question 7:** Do Members have any comments to make in respect of the general approach to green space provision / design across the development?
 - **Question 8:** Do Members have any comments to make in respect of the amenity of neighbours or future residents?
 - **Question 9:** Do Members have any concerns or comments relating to ecology / nature / trees?

- **Question 10:** Do Members have any concerns or comments relating to highway issues?
- **Question 11:** Do Members have any comments in relation to the environmental impact of the proposed development?
- **Question 12:** Do Members support the proposed provision of accessible housing and access for all adaptations?
- **Do Members wish to raise any other matters at this point in time?**



22/06370/FU

SOUTH AND WEST PLANS PANEL

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

SCALE : 1/2500





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PLANS PANEL PRESENTATION

SCALE 1:2500





PLANS PANEL PRESENTATION

SCALE 1:2500

