



## Report of the Chief Planning Officer

### CITY PLANS PANEL

Date: 16th May 2024

**Subject: PREAPP/24/00053 – Creation of a multi-storey residential development with ground floor commercial uses (Class E), internal and external amenity spaces, integral cycle storage and accessible car parking provision at Wellington Road and Armley Road, Leeds.**

**Applicant:** UCR Leeds Ltd

<p><b>Electoral Wards Affected:</b></p> <p><b>Little London &amp; Woodhouse</b></p> <p><input type="checkbox"/> Yes      Ward Members consulted</p>	<p><b>Specific Implications For:</b></p> <p>Equality and Diversity <input type="checkbox"/></p> <p>Community Cohesion <input type="checkbox"/></p> <p>Narrowing the Gap <input type="checkbox"/></p>
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**RECOMMENDATION:** This report is brought to Panel for information and comment. The Developer will present details of the emerging scheme to allow Members to consider and comment on the proposals at this stage.

### Introduction:

1. The work-in-progress proposals are being presented to Members by the applicants to inform Panel of the emerging proposals, allow Members to comment on the evolving scheme, and highlight any issues prior to the intended submission of a full planning application.
2. The site already benefits from an extant outline approval for a mixed use development consisting of residential and commercial elements (ref 21/02497/OT) with similar characteristics to that submitted under this preapplication enquiry.

### Proposal:

3. Full planning permission will be sought for:
4. 385 C3 residential units of apartments and duplexes across a multi-level development, up to 18-storeys and through two main building blocks. Three commercial units (Class E) would also be provided at ground floor level, to the corner of the building closest to the junction of Wellington Road/ Armley Road. The following mix of living accommodation is envisaged:

<b>Apartment type</b>	<b>No.</b>	<b>Housing mix</b>
1 Bed	208	54%
2 Bed	130	34%
3 Bed	47	12%

5. The development would also feature new landscaping, public realm, improvements to existing cycle and pedestrian infrastructure around the site. The landscaping would also incorporate new tree planting along the frontage of Wellington Road and along Armley Road. The existing tree embankment to the south of the site is to be retained and incorporated into the final design. In total 8 accessible car parking spaces would be provided within an under-croft area to the west side of the development.

**Site and Surroundings:**

6. The site is located to the west of the City Centre and to the south of Armley Road.
7. The site currently comprises an area of, now vacant, previously developed land extending along the southern side of Armley Road and to the north-west of the (A58) Wellington Road Inner Ring Road (IRR) which is the main radial route around the city centre. To the south is an elevated section of railway line which is screened from the site by a belt of mature trees. The site measures approx. 0.82 hectares. The land has been cleared of all buildings and currently comprises of a number of mature/semi mature trees, grassland and shrubs, which have naturally regenerated overtime.
8. The area around the site is mainly characterised by low commercial buildings which are no greater than 4 storeys in height. To the east of the IRR is the GII\* listed railway roundhouse complex, which was previously a vehicle hire centre, but is now vacant. To the north east The Half Roundhouse is located which is grade II listed and beyond this is the Former Railway Repair Shop, which is also grade II listed.
9. Beyond these heritage assets the scale of development increases significantly with the city Island residential development rising to 20 storeys. To the north west and against the Leeds Liverpool Canal, Castleton Mill is located, which is also grade II listed.

10. The site occupies a sustainable location and benefits from cycle and pedestrian routes into Leeds City Centre. The surrounding area has in recent years become more mixed in character than the historic industrial character, with both residential and leisure type uses having been considered and approved on nearby sites. The adjacent pedestrian footbridge provides a safe route across the IRR and provides a direct pedestrian route through to Monk bridge viaduct garden and into Wellington Place/Whitehall Road.
11. The site falls outside of the designated City Centre boundary and is identified in the Site Allocations Plan (SAP) as a general employment allocation site ref. EG2-36 for at least 0.82 hectares of employment use. The entire site is located within Flood Risk Zone 1 and the southern boundary of the site forms part of the Leeds Habitat Network.

### **Relevant Planning History**

12. 21/02497/OT - Erection of apartments, retail space, office space, communal accommodation, car parking and other ancillary uses – Approved - 14<sup>th</sup> July 2023

### **Relevant Nearby Planning History**

13. The Roundhouse - 23/01249/FU – Change of Use and conversion of the existing Roundhouse to provide indoor and outdoor leisure facilities for temporary use inclusive of enclosed Padel courts, changing / welfare facilities and external parking – Pending consideration
14. Canal Mills - 17/07958/FU - Demolition and redevelopment of site to provide mixed use residential and commercial scheme comprising 148 new residential units and 5 commercial units with car parking and landscaping including change of use of existing general industrial unit (B2 use class) to A1, A2 A3, A4 and B1 use classes. – Approved – 15.07.2021 (not implemented a new application 22/08151/FU is now under consideration).
15. Former Doncaster Works - 16/07714/FU - Hybrid planning application comprising full planning permission for the restoration and reuse of Monk Bridge viaduct for A1, A2, A3, A4, A5 and D1 uses (4380 sq m); erection three blocks of 307 apartments (storey heights between 11-13), creation of open space, landscaping and car parking; outline application for two blocks of residential developments. – Approved – 21.09.2017 (majority of development completed)

### **History of Negotiations**

16. The proposals have been the subject of pre-application discussions between the developer, their design team and Local Planning Authority Officers since the original pre application was submitted in February 2024.
17. This pre-application has focused on and built upon the principles already demonstrated through the approved outline planning application. The main points of discussions have factored around:

- a) Design and massing of the scheme including relationship with Armley Road.
- b) Highway matters including access and servicing strategy, traffic modelling and parking provision.
- c) Landscaping matters including landscaping strategy, tree planting, amenity spaces and permeability of the site.

18. Little London & Woodhouse Ward Councillors have been alerted to this pre application via validation of the application in February 2024.

## **Consultation Responses**

### LCC Highways

19. A Transport Assessment and Travel Plan should be submitted in support of the planning application. The relevant wind assessments will also be required, and any safety fails on the highway (incl. offsite) will need to be mitigated. The proposed approach to car parking would need to be justified and the development's impact upon on-street parking needs to also be assessed, via parking surveys. If the parking level is agreed, sustainable travel infrastructure will be required as part of the development.

### LCC Flood Risk Management (FRM)

20. The site is entirely located within Flood Zone 1 and there have been no records of any recent flooding within the property or adjacent areas. An initial review has also identified that there are no known flood risks which require specific mitigation and would impact on the proposed development. Drainage details in relation to the proposed development and a Drainage Assessment are required as part of any subsequent submission.

21. It is assumed that the new development will drain to the adjacent public sewer system and FRM strongly recommended that the applicant investigates the existing drainage system to satisfy themselves that the new development can be drained.

22. The applicant is encouraged to incorporate suitable SuDS elements into the drainage design and consideration should be given to utilising permeable paving, water reduction appliances and rainwater recycling techniques.

### LCC Access Officer

23. The development should meet guidance in Accessible Leeds SPD, BS8300 and Core Strategy (as amended) policies H10 and P10 part (vi) and demonstrate that the development and all landscaping will be accessible to all users.

### LCC Landscape

24. The site layout has been revised to omit the prominent surface car park and create a large central green space, with smaller open spaces in the form of an arrival square to the west and outdoor seating areas wrapping around the commercial

units to the east. Any subsequent planning application will require the submission of a BS.5837 compliant Tree/Vegetation Survey/Arboricultural, Impact Assessment and a Hard and Soft landscape strategy.

#### LCC Local Plans

25. No objections to the principle of development as the current position with Employment land is considered to be reasonably balanced.

#### LCC Contaminated Land

26. The proposed development comprises a mixture of end uses, including sensitive end uses and numerous past potentially contaminative land uses have been identified which could pose a potential risk to the proposed development. Based on the available information, should a formal planning application be submitted then a minimum of a Phase 1 Desk Study report will need to be provided in support of the planning application. Depending on the outcome of the Phase 1 Desk Study, a Phase 2 (Site Investigation) Report and Remediation Statement may also be required.

#### LCC Design

27. Have provided guidance on the massing, layout, heights and emerging design which will be built upon as the application progresses.

#### LCC Nature Team

28. Have given advice on the level of information which would be required for validation. Consideration of integral bat roosting and bird nesting features at this stage should be considered to choose suitable building materials and allow these to be incorporated into the final design.

#### LCC Climate and Energy

29. Have given advice that for any future application an energy statement (ES; can also be appended to the sustainability statement) needs to be submitted which should as a minimum cover and provide a strategy to comply to Leeds Core Strategy (as amended) Policies EN1, EN2 and EN4.

### **Relevant Planning Policies**

#### **The Development Plan**

30. As required by 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 currently comprises the adopted Local Development Framework Core Strategy as amended (2019), those policies saved from the Leeds Unitary Development Plan (Review 2006) (UDP), the Aire Valley Leeds Area Action Plan (2017), the Natural Resources and Waste

Local Plan, the Site Allocations Plan (as amended 2024) and any made Neighbourhood plan.

**Legislation and Planning Policies:**

31. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that In considering whether to grant planning permission or permission in principle for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State 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.

32. **Leeds Core Strategy (as amended 2019)** sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district. Relevant Core Strategy policies will include those outlined below.

Spatial Policy 1 Location and scale of development.

Spatial Policy 4 Regeneration priority programme areas

Spatial Policy 8 Economic development priorities

Spatial Policy 9 Provision for offices, industry and warehouse employment land and premises

Spatial Policy 11 Transport infrastructure investment priorities such as pedestrian improvements

Policy CC3 Improving Connectivity Between the City Centre and Neighbouring Communities

Policy EC1 General Employment Land

Policy EC3 Employment use land

Policy P8 Sequential and Impact Assessments for Main Town Centre Uses

Policy P10 Design

Policy P11 Heritage

Policy P12 Landscape

Policy G1 Enhancing & extending Green Infrastructure

Policy G4 New Green Space Provision

Policy G8 Protection of important species and habitats

Policy G9 Biodiversity improvements

Policy T1 Transport Management

Policy T2 Accessibility Requirements and New Development

Policy H3 Housing Density

Policy H4 Housing Mix

Policy H5 Affordable Housing

Policy H9 Minimum Space Standards

Policy H10 Accessible Housing Standards

Policy EN1 Carbon Dioxide Reduction

Policy EN2 Sustainable Design and Construction

Policy EN4 District Heating

Policy EN5 Managing Flood Risk

Policy EN8 - Electric vehicle charging

Policy G4 New Green Space Provision

Policy ID2 Planning Obligations and Developer Contributions

**28. Leeds Unitary Development Plan Review 2006 (UDPR) Saved Policies**

Relevant Saved Policies include:

- Policy GP5 all planning considerations
- Policy BD2 design and siting of new buildings
- Policy BD4 mechanical plant
- Policy BD5 residential amenity
- Policy LD1 landscaping
- Policy N19 new buildings and character and appearance of conservation areas

**29. Leeds Natural Resources and Waste DPD**

The plan sets out where land is needed to enable the city to manage resources, like minerals, energy, waste and water over the next 15 years, and identifies specific actions which will help use natural resources in a more efficient way.

Relevant policies include:

- Air 1 management of air quality through new development
- Water 1 water efficiency including sustainable drainage
- Water 7 surface water run-off
- Water 2 protection of water quality
- Water 4 development in flood risk areas
- Water 6 flood risk assessments
- Land 1 contaminated land
- Land 2 development and trees
- Minerals 3 coal safeguarding

**30. Leeds Site Allocations Plan**

The Site Allocations Plan was adopted in July 2019 elements of this were remitted and subsequently adopted in January 2024. The site is identified in the Site Allocations Plan (SAP) as an Employment Allocation site ref. EG2-36 for 0.82 hectares of employment use.

31. The following site requirements are applicable and stated within the designation of this site:

**32. Highway Access to Site:**

Access should be taken towards the eastern end of the site avoiding the cycle track along the frontage, the north east corner of the site will need to be kept clear to provide sufficient visibility to the junction with Wellington Road

**33. Local Highway Network:**

This site will have a direct impact upon Armley Gyratory and to mitigate this a contribution will be required towards works to improve capacity at Armley Gyratory and approach routes. This may take the form of a contribution towards the Leeds City Centre Package scheme.

**34. Listed Buildings:**

The site is in the setting of a Listed Building. Any development should preserve the special architectural or historic interest of Listed Buildings and their setting.

**35. Relevant Supplementary Planning Documents/Guidance (SPD/SPG):**

SPD Building for Tomorrow Today: Sustainable Design and Construction

SPG Designing for Community Safety  
SPD Transport  
SPG Neighbourhoods for Living (Including 2015 memorandum and 2020 update)  
SPD Accessible Leeds  
SPD Tall Buildings Design Guide  
SPG Sustainable Drainage in Leeds

### **36. National Planning Policy Framework (NPPF)**

The NPPF was updated in December 2023 and sets out the Government's planning policies for England and how these should be applied (para 1) and is a material consideration in planning decisions (para 2). It states that the purpose of the planning system is to contribute to the achievement of sustainable development (para 7). So that sustainable development is pursued in a positive way at the heart of the Framework is a presumption in favour of sustainable development (paras 10-11). It states that decision makers at every level should seek to approve applications for sustainable development where possible (para 38).

The Framework sets policies on the following issues which are relevant to this planning application proposal (including section numbers):

- 2 Achieving sustainable development
- 4 Decision making
- 5. Delivering a sufficient supply of homes
- 6 Building a strong competitive economy
- 7 Ensuring the vitality of town centres
- 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 and flooding
- 15 Conserving and enhancing the natural environment
- 16 Conserving and enhancing the historic environment

#### Local Plan update

37. The Council is in the process of updating its Local Plan policies in relation to climate change. In particular this would affect policies on Carbon reduction, Flood risk, green and blue infrastructure and Biodiversity, Place making and Sustainable infrastructure in due course. The relevant webpages will be updated as the amended policies are progressed, and the applicant will be recommended to check this progress before formal submission of any subsequent application.

#### Public Sector Equality Duty:

38. The Equality Act 2010 requires local authorities to comply with the Public Sector Equality Duty. Taking into account all known factors and considerations, the requirement to consider, and have due regard to, the needs of diverse groups to eliminate discrimination, advance equality of opportunity and access, and foster



good relations between different groups in the community has been fully taken into account in the consideration of the planning proposals to date.

### **KEY ISSUES:**

39. Members are invited to comment on the proposals and to consider, in particular, the following matters:

#### **Principle of the development**

40. The site is allocated in the Site Allocations Plan (SAP) under site reference EG2-36 for general employment uses.

41. This proposal includes residential accommodation with a ground floor commercial offering (Class E). The development would be set in two main blocks, up to 18 storeys high, providing (approximately) 385 residential units, 198sqm of ground floor commercial use, 475sqm of internal communal space and 2816sqm of external space (including terraces, excluding private balconies).

42. Spatial Policy 9 of the Core Strategy (as amended) states:

43. *'...Potential job growth in the traditional employment land use sectors (offices, industry and warehousing) will be accommodated over the plan period by ensuring locations and sites provide: (ii) A minimum of 493 ha of land of general employment land for uses such as research and development, industrial and distribution/warehousing uses in the District (B1b, B1c, B2 and B8 classes). The locations and sites will appear across the whole of the District...'*

44. The site is allocated in the Site Allocation Plan as a General Employment Site (EG2-36).

45. Policy EC3 Part A of the Core Strategy (as amended) states that:

*For all sites across the District outside of areas of shortfall*

*A) Proposals for a change of use on sites which were last used or allocated for employment to other economic development uses including town centre uses or to non-employment uses will only be permitted where:*

*The proposal would not result in the loss of a deliverable employment site necessary to meet the employment needs during the plan period ('employment needs' are identified in Spatial Policy 9),*

*or (ii) Existing buildings and land are considered to be non-viable in terms of market attractiveness, business operations, age, condition and/or compatibility with adjacent uses,*

*or (iii) The proposal will deliver a mixed use development which continues to provide for a range of local employment opportunities and would not undermine the viability of the remaining employment site,*

46. Paragraph 5.5.27 of the Core Strategy (as amended) states '*...Part A: For all sites across the district outside of areas of shortfall Bullet point (i) relates to employment allocations and other land identified in the Leeds Employment Land Review (2010 Update) or future updates of the review. Employment needs are identified in Spatial Policy 9 which sets out the amount of land needed over the plan period.*'
47. The current employment land supply as of 31/03/24 is 494.91 Ha.
48. Given the current position with employment land it is considered to be reasonably balanced and there is a sufficiency of employment land supply against the 493-ha allocation target in the Core Strategy (as amended). The supply position has also recently improved through the adoption of the SAP, in January 2024, following the Remittal examination. This included the allocation of Barrowby Lane employment site (EG2-37, 21.2 hectares).
49. The development would also help to meet housing need in a sustainable location and would involve the regeneration of a long vacant brownfield site within a highly prominent location on a main route into the city. The proposed residential and commercial uses would also contribute to the ongoing mix and the creation of a vibrant community to this area of the city and build on the existing developments which are coming forward to this area of the city.
50. As such, the residential use, as well as the small-scale commercial use (Class E), would be acceptable in principle, subject to detailed planning considerations. Ground floor active frontages would be encouraged as the detailed design of the scheme progresses, with the potential of external seating to complement the commercial uses.
51. On balance, the principle of the development is considered acceptable when assessed against Core Strategy (as amended) and the NPPF, subject to all other detailed planning considerations.

**Do Members consider that the proposed use of the site for residential with ground floor commercial uses is appropriate in principle?**

### **Layout, Scale and Design**

52. The layout, as identified above, seeks to create a multi-level development with blocks laid out across the site, at heights ranging from 6 to 18 storeys. The scheme is at an early stage and is brought to Panel to allow Members to comment on the emerging principles of the development including the layout, heights and massing of the various blocks.
53. As mentioned earlier in this report, the site is prominent and visible from some key transport infrastructure, which effectively marks the point of arrival into the City Centre. A new townscape and scale are steadily emerging into which this proposal would need to comfortably fit and make a positive contribution to. The heights of the blocks have been carefully considered and are based on the surrounding

context to this area of the city. It is acknowledged that the existing context of development is one which rises in scale towards the City Centre boundary on the eastern side of the IRR, whereas, on the western side of the road, the context is much lower in scale. It is clear that the scale of the current proposal is greater than that which currently surrounds the site. However, this site is located within a prominent intersection of the IRR, Armley Road and the railway bridge, and at this point it is considered that an increase in scale can be justified in terms of its townscape impact. The development would act as an end stop to Armley Road as well as providing a scale of development appropriate to this prominent location.

54. As a result of discussions at pre application stage the set-back to the central block has increased to 16m, in order to provide sufficient depth to break down the slab-like appearance of the blocks.
55. The massing of the blocks has also been carefully considered against the surrounding context to this area of the City Centre. This consideration has taken into account any potential impact on the nearby grade ii\* and grade ii listed buildings to the north and east of the site. It is considered that the proposed scale of development which rises in the centre and falls to each side is appropriate and would provide a suitable transition in scale between the lower historic scale buildings to the north and east.
56. During the pre-application discussions comments have been sought from the Conservation Officer who has noted that the proposed development is within the setting of the Roundhouse (G II\*) and Half Roundhouse (GII), separated only by a road's width. However, there are no associations between the listed buildings and the site, and the proposed development will not impact on views that contribute to the significance of the listed buildings. It is therefore considered that there will be no adverse impact on the setting of the listed buildings.
57. Whilst the heights, massing and locations of the blocks have been set out, the detailed design of the scheme has yet to be progressed. Currently proposed for the external treatments of the blocks are regular grid arrangements with solid bases and gridded façades. It has been shown that brick would be used for the façade, with windows set into reveals. Influence will also be taken for the façade materials from the surrounding area, to ensure that the development is visually appropriate to its setting. The blocks have also been annotated to feature a number of balconies and corner balconies, which are regarded as positive. Further consideration will also be required to how the junction between the lower and main sections works so that it reads more as two interlocking volumes, than one with a section cut out.
58. The relationship and gaps retained to each block has also been annotated which ranges from between 20m to 26m. Given the City Centre context these distances are considered acceptable and commensurate with the existing and emerging context of the surrounding, to this area of the city.

**Do Members support the emerging scale and layout of the development?**

## **Public pedestrian routes and Landscaping**

59. The site would feature various public realm improvements and would also include tree-lined soft landscaped areas along Wellington Road and Armley Road. The site layout has been revised to omit the prominent surface car park and create a large central green space, with smaller open spaces in the form of an arrival square to the west and outdoor seating areas wrapping around the commercial units to the east. It would be envisaged that as the scheme progresses that there would be design principles for the green spaces, consisting of developing a clear hierarchy of routes through spaces with the widest and most direct routes leading to main building entrances and other key locations such as cycle stores, secondary recreational routes to play area and around spaces, tertiary access routes to dwellings and servicing. The use of structural soft landscaping including trees would also be required to provide separation from busy roads, wayfinding to main building entrances and other key locations. The development would also need to ensure that sufficient soil volumes and offsets from buildings for successful establishment of trees are provided. Large tree species with natural canopies are preferred for amenity, biodiversity, carbon sequestration, shading/cooling value. Roof gardens would also be required to include trees and other planting and be structurally designed for adequate soil depths and volumes with irrigation systems.
60. The landscaping space would also be required to include features which are accessible to all and encourage use of the space throughout the day and year.
61. Policy G4 of the Core Strategy (as amended) requires that Residential developments of 10 dwellings or more will be required to provide quantities of on site green space per residential unit or where this quantity of green space is unachievable or inappropriate on-site, equivalent off-site provision financial contribution would be sought. As the green space requirement is expressed as an amount of green space per dwelling, high density developments usually found in or on the edge of town centres may generate requirements for green space that cannot be delivered on-site. For such schemes an expected level of 20% of green space should be provided on-site with the residual being provided off-site or in the form of a commuted sum.
62. The level of Green Space would be dependant on the agreed housing mix. Given the indicated proposed area of green space on site it is likely that the 20% minimum requirement would be delivered on site. This would be formally confirmed as part of any application and any residual would then be provided via an off-site financial commuted sum.
63. The existing tree lined embankment to the south, behind the existing retaining wall and against the railway line is to be retained as part of the development and provide a buffer zone between the development and railway line. Any subsequent planning application will require the submission of a BS.5837 compliant Tree/Vegetation Survey/Arboricultural, Impact Assessment and a Hard and Soft landscape strategy.
64. As a result of the site containing a number of mature/semi mature trees, which have naturally regenerated overtime. It is likely that any subsequent application will

require suitable tree replacement on a minimum three for one replacement on site. In certain circumstances where on-site planting cannot be achieved, an agreed financial contribution may be required for tree planting elsewhere. This requirement would be confirmed via a tree survey.

65. The redevelopment of this site for residential housing and ground floor commercial uses would also help to activate the area and provide additional natural surveillance of the surrounding pedestrian routes.

### **Do Members support the emerging landscaping of the site?**

#### **Transport and connectivity**

66. The site is located in an accessible and sustainable location, within walking distance of local services, the railway station and frequent bus services.
67. The site is in the City Centre fringe area and as such and as per the Transport SPD 1 car parking space/dwelling would be appropriate, along with visitor parking.
68. As part of this pre application the applicant is wishing to promote a parking provision of solely accessible spaces, as this accords with the intentions and aspirations of the applicant to target this development at those without cars and those with a sustainability conscious mind. By promoting this low level of car parking this has allowed for the developer to remove the previously proposed central parking area of 19 spaces and therefore deliver a substantial green space in the centre of the site.
69. In relation to the reduced car parking provision, on-street parking restrictions should aim to control on-street commuter parking, particularly where it proves to be a problem. Therefore, the development's impact upon on-street parking would need to be assessed and parking surveys would need to be undertaken to support this work.
70. The proposed level of parking would need to be justified but given the reduction in parking spaces the following sustainable travel infrastructure will be key for the development to ensure future residents will not need a car to reach employment, education and leisure destinations. Such measures are likely to include:
- Car Club bays within the site with EV charge points
  - Provision of e-bikes and associated infrastructure / docking station.
  - Provision of high quality cycle parking for residents and visitors, including public bike pump and repair tools / station. The acceptable cycle parking types and design requirements are set out in the Transport SPD.
  - Sustainable travel funding, secured as part of the Travel Plan and S106 Agreement.

- Sustainability measures promoted as part of the letting/sales of the flats whereby the travel plan and sustainable living is in the heart of the development.

71. All accessible spaces would be provided in line with Policy and will need to be provided with accessible EV charge points. Swept path analysis (vehicle tracking) would also be required to demonstrate that the spaces are useable as they're located undercroft.

72. The proposal would also improve accessibility in the area, through improvements to existing cycle and pedestrian routes around the site. The development would also benefit from the ongoing improvements to the Armley Gyratory and the existing pedestrian bridge to the south west of the site, which links into The Junction developments, Monk Bridge Viaduct Garden and Wellington Place providing a direct link away from main roads into the City Centre.

**Do Members have any comments to the proposed approach to car parking?**

**Other matters:**

Housing Mix

73. Policy H4 of the Core Strategy (as amended) sets out preferred mixes for developments. The proposed development under this pre application comprises of the following mix in comparison to the preferred mix set out in the policy:

Type	Policy H4 Max %	Policy H4 Min %	Policy H4 Target %	Proposed
Houses	90	50	75	(0 units)
Flats	50	10	25	100% (385 units)
<b>Size</b>				
1 bed	50	0	10	54% (208 units)
2 bed	80	30	50	34% (130 units)
3 bed	70	20	30	12% (47 units)
<b>Total</b>				<b>100% (385 units)</b>

74. In terms of the housing mix, the 1 bed units are over the preferred maximum level and the 3 bed units are very much under the preferred minimum level. However, the policy recognises that the Leeds area comprises varying urban and rural characters and allows a case to be made to justify an "appropriate" mix of dwelling sizes in any given location. Although the proposed mix of accommodation will require justification in line with the policy (and this will need to be based on a 'needs' basis and NOT on a market demand basis), it should be noted that the proposed mix broadly reflects recent planning permissions for other high rise residential developments in this part of the city.

75. The proposed development is 100% Flats. Paragraph 5.2.11 of the Core Strategy (as amended) states that :‘...*The form of development and character of area should be taken into account too. For example, a scheme of 100% flats may be appropriate in a particular urban context...*’ In this case , on the edge of the designated City Centre and in close proximity to other tall blocks of flats , it is felt that a 100% flat scheme is likely to be appropriate.

#### Affordable Housing

76. Core Strategy policy H5 sets a minimum target that 7% of new homes in major developments in this part of the city should be affordable housing with a mix of intermediate and social rents at benchmark rents. 385 apartments would generate the need for 27 affordable units based upon this policy. The Planning Statement accompanying this application confirms that ‘*The applicant will engage with the council to explore the affordable housing opportunities for this site.*’

#### Sustainability and Climate Change

77. Members will be aware that the Council has declared a Climate Emergency. Existing planning policies seek to address the issue of climate change by ensuring that development proposals incorporate measures to reduce the impact of non-renewable resources.

78. Although at an emerging stage the proposal would need to meet the requirements of the following sustainability planning policies EN1 and EN2 to reduce total predicted carbon dioxide emissions to achieve 20% less than the Building Regulations Target Emission Rate and provide a minimum of 10% of the predicted energy needs of the development from low carbon energy and achieve a water standard of 110 litres per person per day. In addition, and where technically viable, appropriate for the development, and in areas with sufficient existing or potential heat density, major developments should propose heating systems, potentially connecting to the emerging district heating network (EN4(i)). Full details of the measures that will be employed to address sustainability will come forward as part of any subsequent planning application, such that sustainability measures will be integrated into the detailed design.

#### Wind environment

79. Due to the scale of the development there is a significant potential for the generation of strong winds around and inside the development. A wind impact assessment would be required which will be subject of peer review to establish that no safety exceedances are created via the massing of the development and that all areas remain suitable for use. Any safety fails on highway cannot be mitigated by soft landscaping, and any wind mitigation measures cannot be contained within highway land or obstruct pedestrian/cycle routes within the site.

#### Safety and security

80. Core Strategy (as amended) Policy P10(v) identifies that developments should create safe and secure environments that reduce the opportunities for crime and

the NPPF states that developments should be safe and accessible so that crime and disorder, and the fear of crime, do not undermine quality of life.

81. The emerging proposals identify a development that would result in a far more populous use of the site than presently. The introduction of a residential community of the scale envisioned should give rise to a significant amount of passive surveillance around both the interior and periphery of the site.
82. West Yorkshire Police (WYP) have been consulted on this pre application and have provided detailed comments relating to design, internal arrangement of buildings, and security of buildings and public realm. WYP recommend that the site be built to “secured by design 2024” standards to keep the calls for service to a minimum.

### **Conclusion**

83. The proposal offers a significant opportunity to regenerate a prominently located vacant brownfield site. The proposal would deliver new homes, ground floor commercial uses, public landscaped greenspace, improved pedestrian and cycle connections and bring much needed activity into this area of the city. Members are asked to comment on the following points at this initial stage:

**Do Members consider that the proposed use of the site for residential with ground floor commercial uses is appropriate in principle?**

**Do Members support the emerging scale and layout of the development?**

**Do Members support the emerging landscaping of the site?**

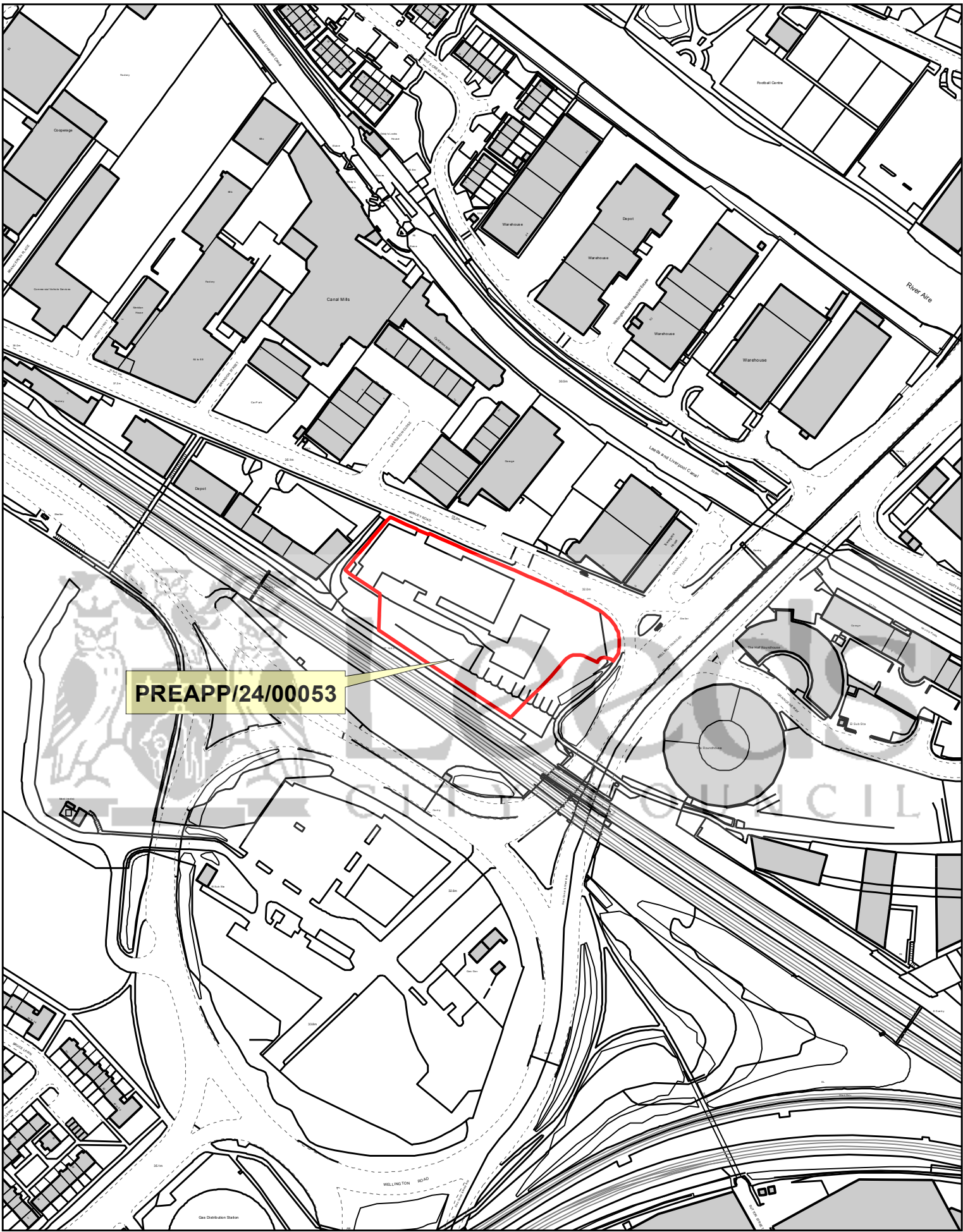
**Do Members have any comments to the proposed approach to car parking?**

### **Background Papers**

Pre-application file PREAPP/24/00053

### **Appendix 1 Proposed Site Layout Plans**





**PREAPP/24/00053**

# CITY PLANS PANEL



