



Report of the Chief Planning Officer

NORTH & EAST PLANS PANEL

Date: 21st November 2024

Subject: PREAPP/24/00357 – Proposed mixed-use development at former Arcadia site, Burton Business Park, Torre Road, Burmantofts, Leeds LS9 7DN

APPLICANT

Avant Homes- North
Yorkshire

DATE VALID

2nd October 2024

TARGET DATE

n/a

Electoral Wards Affected:

Burmantofts and Richmond Hill

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: This report is brought to Plans Panel for information. The Developer will present the details of the emerging scheme to allow Members to consider and comment on the proposals at this stage.

INTRODUCTION:

1. This presentation is intended to inform Members at an early stage of the emerging proposals for a mixed-use development comprising residential and employment development on land at the former Arcadia (Burton's) factory site in Burmantofts. The pre-application scheme is brought to North and East Plans Panel at an early stage to allow Panel to make comment and inform the progression of the proposals.

BACKGROUND:

2. The identified site lies within land allocated in the Site Allocations Plan (Ref: MX2-37) for a mix of housing and employment uses. This pre-application proposal follows two previous pre-application engagements submitted by the applicant since late 2022 where broad planning principles of the site redevelopment were considered against

the residential and employment allocation as well as undertaking building condition assessment on the site's non-designated heritage assets to properly inform the masterplan work advanced under this latest pre-application enquiry.

3. A separate planning application detailing site remediation measures and enabling works within the southern portion of the identified site is currently subject to planning officer consideration (*see relevant planning history*).

SITE AND SURROUNDINGS:

4. The identified site is situated approx. 2km to the east of Leeds City Centre and comprises a former clothing manufacturer site, operated in the past by the Arcadia Group and Burton's. In 1921, Montague Burton acquired the Hudson Road clothing factory and undertook a series of factory building extensions into the late 1930s, expanding the production of clothing garments to become the largest employer in Leeds (10,000 people) which produced over 30,000 suits per week at that time. While the main manufacturing activity ceased in the 1980s, individual businesses occupy parts of the site/ building floorspace.
5. The site is principally accessed from the south, off Torre Road and via Trent Road. This route is initially tree-lined and runs centrally through the site in a north-easterly direction up to Hudson Road although through-access is security controlled.
6. Buildings within the site are largely confined to its northern end comprising a range of brick-built factory/ works buildings, set behind a red brick façade fronting Hudson Road. It is understood that the expansion of the clothing manufacturing enterprise led to several subsequent factory building extensions which projected further south and towards the eastern and western edges of the site. An area of open space (former bowling green) and other incidental portions of landscaping and hard surfacing laid out (car parking areas/ demolished building footprints) to the central/ southern parts of the site. The prevailing ground levels gently fall to the south with Torre Road lying around 20m lower than Hudson Road but a series of plateaus have been formed to make effective use of the land. To the south-west site corner is a mature wooded area, which occupies partially banked land meaning the dwellings beyond occupy a lower ground level.
7. To the north of the site is a dense arrangement of back-to-back terrace dwellings that are predominantly 2½ storey in height and constructed of red brick, with the terrace rows presenting individual gable ends onto Hudson Road. Moving in an easterly direction, neighbouring established factory/ warehouse buildings stand adjacent to the site with two storey height housing stock further south (Torres Mt) and a recently constructed special educational needs school. A parcel of open space separates the site from other residential and school sites beyond.
8. Flanking the southern site access off Torre Road is an area of open space and another new education facility (Trinity Academy- comprising 3 and 2 storey height school buildings, a playing pitch and associated parking). Groupings of high-rise residential tower blocks and two storey brick-built housing stock stand beyond with commercial premises lying further eastwards.
9. Stoney Rock Lane lies to the west and the site fronts this where opposite to Beckett Street Cemetery (a Grade II Registered Park and Garden) and includes a point of access, adjacent to a vacant industrial building. A builder's merchants' yard and two storey height residential properties also stand alongside, between the identified site

and Stoney Rock Lane. The site extends up to a mature red brick community use building (accommodating a local boxing club).

PROPOSAL:

10. The submitted pre-application proposal seeks agreement on the masterplan approach to the redevelopment of the site whereby the principles of development zones and uses across the site and the parameters and principles for buildings and structures intended for retention are established and to be incorporated within the future redevelopment of this site (illustrated in Appendix 1).
11. As originally submitted the proposed development indicatively involved around 500no. new residential units with the retention of approx. 2.1ha of employment land (Class E (e-g uses)) and the provision of public open space (circa 1.2ha). The proposal involves selective and partial demolition of the existing factory buildings/ structures.
12. The illustrative masterplan identifies the intention for a forthcoming hybrid planning application to be submitted. Such an application is to provide detail of the first phase of development (circa 300no. residential units to the southern portion of the site) with the remaining residential units (circa 200no. dwellings) and employment-based uses (to the central and northern parts of the site containing the factory building) sought in outline (with an indicative layout illustrated in Appendix 2).
13. The framework of the current masterplan work is informed by a series of site plan drawings identifying important design concepts (incl. site context, heritage significance, connectivity, greenspace) and broad development zones which include:
 - Maintain primary vehicular access via Torre Road, along Trent Road with continuation of tree lined spine road into the site
 - Retention of the southern facade of the factory building along with buildings' northern façade to Hudson Road (terminating vehicular access but improve pedestrian and cycle access through)
 - Demolition of remainder of factory to enable re-grading of site levels and enable efficient re-use of land for employment/ residential purposes
 - Outline of factory building footprint to be re-invented/ referenced within outline of new build fabric of development
 - Retention of historic greenspace (former bowling green area) adjacent to factory southern façade as central public open space, acting as heart of scheme and to assist placemaking
 - Secondary access to Stoney Rock Lane (to west) to serve employment/ residential uses and further pedestrian/ cycle connections to the north (Hudson Road) and to the east (Torre Drive)
 - Re-use of historic building fabric to be incorporated into development with re-interpretation of historic fabric within new buildings
 - Existing woodland to south-west corner to be retained for landscape, ecological and biodiversity purposes

- Parcel of greenspace to southern portion of site to provide green linkage between woodland area to the south-west and existing greenspace to south-east (as well as to perform public open space function and a separation to adjacent school site)

RELEVANT PLANNING HISTORY:

Planning applications:

14. 24/00263/FU Ground remediation and related earthworks - *decision pending*. (This application relates to the southern portion of the identified site)

Pre-application enquiries:

15. PREAPP/24/00169 Proposed mixed-use development- Officer response (26/07/24) This pre-application enquiry specifically focused on heritage considerations related matters. Accompanying structural report of principal factory building better informed structural integrity and condition of existing factory building with heritage appraisal accurately identifying historical significance of buildings. Building retention to concentrate on Hudson Road and southern factory building facades with mitigation of heritage impacts delivered through contextual design of replacement buildings (in terms of replicating street layout grid pattern and the appearance/ form of factory buildings).
16. PREAPP/22/00346 Proposed mixed-use development- Officer advice provided (11/08/23)- Recognised that 2no. schools constructed within site's mixed use allocation so pro-rata approach accepted in meeting allocation indicative capacities for residential/ employment uses; clarity required on how development will support delivery of the employment element- masterplan to inform appropriate mechanism to phase works; informed of challenging economic environment for business and constraints of site (incl. access, existing buildings); heritage appraisal of existing buildings supported with redevelopment scheme evolved to Hudson Road frontage and southern façade of main factory building; comments made in regard to indicative residential layout (needs to achieve positive integration with surrounding community (esp. Harehills to north); utilise existing central roadway (Trent Road) and connect new-build housing/ employment zones, retention of woodland and tree-lined route welcomed, retention of southern section of main factory building and adjacent open space (former bowling green) make a distinct and positive contribution to place-making/ way-finding within development); requirements for policy compliance on housing mix, affordable housing, independent living, minimum space standards, accessible housing standards, greenspace provision and bio-diversity; need to assess impacts of noise/ dust/ odour inform residential design and any modified employment uses; support use of SuDS drainage measures; explore connections to Leeds PIPES network- district heating; expectation design and construction of development meet local sustainability policy requirements.
17. PREAPP/19/00021 (Submitted by Arcadia Group – landowner at the time) Redevelopment of residential led mixed use development

HISTORY OF NEGOTIATIONS:

18. Since the receipt of this pre-application proposal the Council's Planning, Heritage, Design and Highways officers have engaged with the applicant and had discussions about the masterplan work being undertaken, identifying important design concepts in relation to heritage, urban design, highways, pedestrian/ cycle connections, greenspace and retention of existing landscape features to positively inform the

evolution of the redevelopment proposal. This work has involved a more detailed review of the site layout arrangement of the first phase of the development proposal (residential element) with further design and architectural work (e.g. house-type design, car parking and boundary treatment strategies) to be progressed.

PLANNING POLICIES:

LOCAL PLANNING POLICY AND GUIDANCE

The Development Plan

19. 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), the Aire Valley Leeds Area Action Plan (2017), the Natural Resources and Waste Local Plan (as amended 2015), the Site Allocations Plan (as amended 2024) and any made Neighbourhood plan.
20. The following policies from the **Core Strategy** are of most relevance to this development proposal:

<u>SP1:</u>	Location of development
<u>SP4:</u>	Regeneration priority programme areas (<i>East Leeds- incl. priority to improve housing quality, affordability and choice; access to employment</i>)
<u>SP6:</u>	The housing requirement and allocation of housing land
<u>SP8:</u>	Economic development priorities
<u>SP9:</u>	Provision for offices, industry and warehouse employment land and premises
<u>SP11:</u>	Transport infrastructure investment priorities
<u>CC3:</u>	Improving connectivity between the city centre and neighbouring communities (Cycle network– see map 11)
<u>H3:</u>	Density of residential development (<i>other urban area- 40 dwellings p/ha</i>)
<u>H4:</u>	Housing mix (<i>account for urban context- include an appropriate mix of dwelling types and sizes to address needs</i>)
<u>H5:</u>	Affordable housing (<i>Zone 3- 7% minimum target</i>)
<u>H8:</u>	Housing for independent living
<u>H9:</u>	Minimum space standards for dwellings
<u>H10:</u>	Accessible housing standards
<u>EC1:</u>	General employment land
<u>EC3:</u>	Safeguarding existing employment land and industrial areas
<u>P9:</u>	Community facilities and other services
<u>P10:</u>	Design
<u>P11:</u>	Conservation
<u>P12:</u>	Landscape
<u>T1:</u>	Transport management
<u>T2:</u>	Accessibility requirements and new development
<u>G1:</u>	Enhancing and extending green infrastructure
<u>G3:</u>	Standards for open space, sport and recreation
<u>G4:</u>	Green space improvement and new green space provision
<u>G6:</u>	Protection and redevelopment of existing green space
<u>G8:</u>	Protection of important species and habitats
<u>G9:</u>	Biodiversity improvements

<u>EN1:</u>	Climate Change- Carbon Dioxide reduction
<u>EN2:</u>	Sustainable design and construction
<u>EN4:</u>	District Heating (<i>opportunity to collaborate with nearby network that serves local Council residential tower blocks off Torre Rd</i>)
<u>EN5:</u>	Seeks to manage and mitigate flood risk
<u>EN8:</u>	Electric vehicle charging infrastructure
<u>ID2:</u>	Planning obligations and developer contributions

21. The south-eastern portion of the identified site was identified for employment purposes with the remainder of the site washed over by area regeneration policy objectives and lies within 'Other urban areas'- for housing density purposes. The following saved policies from the **Unitary Development Plan** are of most relevance to this development proposal:

<u>GP5:</u>	Seeks to ensure that development proposals resolve detailed planning considerations, including amenity.
<u>N23:</u>	Retention and provision of incidental openspace within developments.
<u>N24:</u>	Where development abuts open land (incl. green belt, greenspace) must achieve assimilation into landscape.
<u>N25:</u>	Seeks boundaries of sites to be designed in a positive manner using walls, hedged or railings where appropriate to the character of the area.
<u>N28:</u>	Protection of Historic Park and Gardens (<i>Beckett Street cemetery</i>)
<u>BD4:</u>	Plant equipment integrated within building with service areas screened from view.
<u>BD5:</u>	New buildings to be designed to safeguard amenity (incl. usable space, privacy, penetration of light).
<u>BD6:</u>	All alterations and extensions to respect scale, form, detailing and materials of original building.
<u>LD1:</u>	Landscape schemes expected to complement and where possible enhance the quality of the existing physical environment.
<u>ARC6:</u>	Programme of archaeological investigation.

22. This identified site is allocated within the **Site Allocations Plan** (SAP- Ref: MX2-37) and comprises 20.2ha of land for mixed use development and an indicative capacity of 470no. residential units and 4.3ha of employment land with the following site requirements:

- *Older persons housing/independent living: The site is suitable for older persons housing/ independent living in accordance with Policy HG4.*
- *Local Highway Network: This site will have an impact upon the congested Beckett Street / Burmantofts Street corridor and the Torre Road / Lupton Avenue / A64 junctions. There will be a cumulative impact on the A64 / Burmantofts St junction. Works or a contribution towards mitigation measures such as capacity or bus priority improvements will be required.*
- *Ecology: An ecological assessment of the site is required. Biodiversity Buffer required to south-west and east boundaries of the site.*
- *Registered Parks and Gardens: The site is in the setting of a Registered Historic Park and Garden. Any development should preserve the significance of the designated heritage asset and its setting.*

23. The following policies from the **Natural Resources and Waste Local DPD** are relevant to this development proposal.

ENERGY2: Encourage micro-generation development proposals, where acceptable in terms of impact.

AIR1: Management of air quality through development.

WATER1: All new developments should include measures to improve water efficiency (incl. SuDS, rainwater collection/ storage).

WATER6: All developments required to consider effect of proposal on flood risk, both on-site and off-site.

WATER 7: All developments are required to ensure no increase in the rate of surface water run-off to the existing formal drainage system and development expected to incorporate sustainable drainage techniques.

LAND1: Supports principle of development on previously developed land and requires submission of information regarding the status of the site in term of contamination.

LAND2: Relates to development proposals and tree retention/ replacement.

24. The application site lies outside the defined **Aire Valley Leeds Area Action Plan (AVLAAP)** and its policies are therefore not relevant to this pre-application.
25. No policies from any Made **Neighbourhood Plan** are of relevance to this identified site/ development proposal.

Relevant Local Supplementary Planning Guidance/Documents

26. The most relevant local supplementary planning guidance (SPG), supplementary planning documents (SPD) are outlined below:

SPG22 Sustainable Urban Drainage (2004)

SPD Designing for Community Safety

SPD Sustainable Design and Construction

SPG13 Neighbourhoods for Living, incl. related '*Guideline Distances of New Development to Trees – Securing Space for Existing and New Trees*'.

SPD Accessible Leeds (2016)

SPD Transport (2023)

Other relevant documents

27. None.

NATIONAL PLANNING POLICY AND GUIDANCE

National Planning Policy Framework

28. The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.
29. Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise (section 38(6) Planning and Compulsory Purchase Act 2004). The National Planning Policy Framework is an important material consideration in planning decisions.
30. The following sections of the NPPF are most relevant for the purposes of determining this application:

- Chapter 4: Decision-making
- Chapter 5: Delivering a sufficient supply of homes
- Chapter 6: Building a strong, competitive economy
- Chapter 8: Promoting healthy and safe communities
- Chapter 9: Promoting sustainable transport
- Chapter 11: Making effective use of land
- Chapter 12: Achieving well-designed and beautiful places
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 15: Conserving and enhancing the natural environment
- Chapter 16: Conserving and enhancing the historic environment

National Planning Practice Guidance

31. The Planning Practice Guidance (PPG) provides commentary on the application of policies within the NPPF.

CLIMATE EMERGENCY:

32. The Council declared a climate emergency on the 27th March 2019 in response to the UN's report on Climate Change.
33. The Planning Act 2008, alongside the Climate Change Act 2008, sets out that climate mitigation and adaptation are central principles of plan-making. The NPPF makes clear that the planning system should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions in line with the objectives of the Climate Change Act 2008.
34. As part of the Council's Best City Ambition, the Council seeks to deliver a low-carbon and affordable transport network, as well as protecting nature and enhancing habitats for wildlife. The Council's Development Plan includes a number of planning policies which seek to meet this aim, as does the NPPF. These are material planning considerations in determining planning applications.

PUBLIC SECTOR EQUALITY DUTY:

35. 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 application to date and at the time of making the recommendation in this report.
36. In this instance it is considered that the proposals do not raise any specific implications in these respects and therefore it is not considered that a full Equality, Diversity, Cohesion and Integration Impact Assessment (EDCI) is required.

KEY ISSUES:

Principle of development:

37. The identified site constitutes previously developed land within the main urban area and is allocated within the Site Allocations Plan (Ref: MX2-37) for a mix of housing and employment uses.

38. Since the allocation was made planning permissions have been granted for two schools (Refs: 20/02563/FU and 21/03356/FU) on separate parts of the allocation (involving 2.88ha and 0.91ha parcels of land respectively) with the allocated land also covering 1.9ha of Council owned greenspace (to south-east). This submitted pre-application proposal therefore does not include the entire allocation (around 14.5ha) and also excludes a shoe works building/site (for heritage, existing occupier, development delivery/ timing reasons) and a vacant factory building (already an employment use) which both front Stoney Rock Lane. The total quantum of employment land proposed falls short on the allocation expectation but the indicative capacity of the allocation split the proportion of residential and employment on an 80/20 basis and officers are content that in applying a pro-rata approach would accord with the site's allocation for employment and residential development. Through the evolution of the site layout design work greater clarity will be presented as to how the proposal will ensure the delivery of an appropriate proportion of new employment uses as part of the scheme. As part of a forthcoming formal planning submission, consideration given to the use of suitable mechanisms to set out the phasing/ programme of works relating to the delivery of the employment-based development.
39. **Housing Mix:** At this stage it is anticipated that the housing mix across the site will comprise 1, 2 and 3-bed accommodation. Core Strategy Policy H4 seeks to ensure an appropriate mix of dwelling types and sizes is provided on a site to address needs measured over the long-term. As the proposal is for more than 250 dwellings a housing needs assessment will be required to accompany any formal application submission. Such an assessment will inform the detailed housing mix and to demonstrate how the residential element is to comply with the relevant policy requirements with regard to achieving an appropriate housing mix.
40. **Affordable Housing:** The development proposal would by virtue of its scale be required to make provision for affordable housing. The identified site is located in Zone 3 therefore 7% of housing should be affordable and the pre-application proposal is to deliver affordable housing in accordance with the requirements of Core Strategy Policy H5.
41. **Housing for Independent Living:** In accordance with Core Strategy Policy H8 developments of 50 or more dwellings are expected to make a contribution to supporting needs for Independent Living, with the site requirements for this allocation noting the particular suitability of this site for older persons housing / independent living.
42. **Minimum Space Standards:** To accord with Core Strategy Policy H9 the proposed residential units are to comply with minimum floorspace standards for the benefit of future occupiers.
43. **Accessible Housing Standards:** To accord with Core Strategy Policy H10 the proposed residential units will comply with the policy requirements for the provision of accessible dwellings, including M4(2) 'accessible and adaptable dwellings' and M4(3) 'wheelchair user dwellings' for the benefit of future occupiers.
44. **Greenspace provision:** By virtue of the scale of residential development the proposal would be expected to provide green space on site, to accord with Core Strategy Policy G4. The quantity of green space to be provided is based on the number of dwellings and how many bedrooms those dwellings provide. As a detailed housing mix has not yet been established, the exact onsite greenspace requirement cannot be calculated at this stage.

45. **Q1 - Do Members have any observations on the mix and proportion of proposed residential and employment uses?**

Heritage considerations:

46. In earlier pre-application advice, officers considered the site to offer a real opportunity for a heritage-led scheme retaining, revealing (including interpretation) and enhancing positive relationships and interfaces within the site and those that exist with the nearby/ adjacent heritage assets and communities.

47. Officers recognise that the wholesale retention and re-use of the existing on-site factory buildings would be unfeasible neither satisfying modern residential or employment needs nor achieving a quantum of development to deliver the mixed-use allocation objectives. As such, there is a need to strike an appropriate balance to the extent of retention and partial demolition to maintain its heritage connection with the focus being on building retention.

48. Previous pre-application discussions about the on-site buildings have been informed by a Structural Appraisal Report and Heritage Strategy and officers are now satisfied that the heritage significance of the on-site buildings (non-designated heritage assets) have been accurately assessed. There is a general agreement on the parameters of building/ structure retention and this is reflected in the applicant's masterplan work which is to focus on the site's northern Hudson Road frontage (involving partial removal and/ or lowering but that the majority will be retained as is) and the southern frontage of the principal factory building being retained as a whole (as either a façade with a parallel block behind or as a screen wall with new wings running back at right angles to the north and south-west building frontages). Although the demolition of the rest of the 20th Century factory buildings would be harmful to the non-designated heritage asset, suitable mitigation is achievable through the contextual design of the replacement buildings (replicating the street layout grid layout and forms of the existing factory buildings) incorporating salvaged material (to integrate into the site), recording and interpretation (using references in external materials, building fabric details). Through the evolution of the site layout design work greater clarity will be presented as to how the development proposal will ensure delivery of the important heritage elements identified to be retained with consideration given to the use of appropriate mechanisms to set out a programme of works.

49. **Q2 - Do Members have any observations on the extent of demolition and building retention?**

Layout, design and landscape considerations:

50. Much of the previous pre-application discussions focused on establishing the extent of the developable site parameters taking account of the heritage related sensitivities on site. This pre-application submission is being progressed to establish key masterplan principles in which to inform further detailed design/ architectural work.

51. The illustrative masterplan framework identifies the proposed development to be principally served through the curved alignment of the existing central roadway (Trent Road) with further road links off, connecting to new-build housing zones and employment zones. Indicative vehicular and pedestrian/ cycle linkages are illustrated to logically make connections with existing off-site routes to all sides to improve site permeability, but these will be subject to further detailed review/ assessment to ensure appropriateness.

52. The existing site's southern access presents a tree lined approach, a positive landscape feature which is intended to be continued into the site, flanking the site's main spine road. Frontage housing (2/3 storey) in a range of terrace configurations is to face on to the spine road and lead northwards to the retained central open space abutted by the retained factory façade to its northern side. Larger scale building blocks (4 storey flat blocks) are to edge this space to southern and eastern sides with space given to afford views of the open space/ factory facade from the spine road when on approach. Strategies for the provision of car parking, boundary treatments as well as for the laying out of private and communal amenity spaces to serve respective house-types/ flat blocks within the housing areas are evolving. The internal road network provides a street hierarchy in a broad grid pattern with residential units facing outwards to provide passive surveillance over streets, the adjacent woodland to the west and the green spaces to the south and south-east.
53. Discussions on the masterplan work have informed the retention of a central area of public open space situated to the southern side of the retained factory building façade to make a positive contribution to place-making/ and wayfinding within development. An area of public open space is indicatively shown within the southern portion of the site and logically forms a landscaped connection between the adjacent woodland and greenspace. The woodland to the site's south-western corner is not included as part of the overall greenspace provision although indicative proposals for a woodland walk/ trim trail have been advanced but sloping ground and dense tree growth means this may not be possible or potentially cause conflict from an ecological/ biodiversity perspective. Further design evolution of the development layout should provide greater clarity on the green space proposals but owing to the presence of high-density housing within this urban location the need for high quality provision on-site is an important requirement of the redevelopment proposal.
54. The details of house-type and flat block designs are not yet known and subject to further design/ architectural work forming part of a design code. But indicative design images of proposed buildings illustrate references to the existing factory building design ethos (e.g. use of saw-tooth roof/ northern lights, external material palette, bespoke building design).
55. **Q3 - Do Members support the emerging principles in respect of the layout and design?**

Transport and connectivity:

56. The site is close to the City Centre fringe in the Main Urban Area although does not meet all the Council's accessibility standards. Bus services along Torre Road and Stoney Rock Lane offer limited services but high frequency bus stops are available on A64 York Road.
57. The pre-application submission notes that the nature of the residential element of the proposal is to be urban in character and robust travel planning measures (incl. car club spaces) to mitigate individual car demands within the site to enable a higher density of development are to be advanced. Car parking provision should be in accordance with the Council's Transport SPD but further clarity on the quantum of residential development following the evolution of the masterplan work will inform the situation further.
58. The identified site is principally served via Trent Road. This route is currently privately maintained and the carriageway is of a width to accommodate industrial vehicles (7.3m wide). For the first 200m of its length, it is flanked on one side by a 1.8m wide lit

footway. To bring this route up to normal adoptable standards, as part of this re-development proposal, there is a requirement for new street lighting, a 2m wide footway to each side of a 5.5m wide carriageway and the inclusion of a segregated 3m wide cycle route. However, the existing route is tree lined and is of insufficient width to accommodate such requirements without the need for tree removal. At this stage, the precise dimensions of the available space along the route have not been fully clarified with no assessment available on the status or condition of affected trees. However, the applicant is exploring alternative arrangements and suggested using the alignment of an existing paved route running parallel to the access to accommodate either the cycle route or both the footpath and cycle route. This land is outside the applicant's ownership but is Council owned. Owing to land level differences and the need for the cycle/ pedestrian route to tie back into the development site these routes will still result in the loss of several trees (numbers differ depending on option) along the western side of the Trent Road, where adjacent to Nos. 22-30 Brignall Garth. These properties occupy a lower ground level to the access route and the trees provide a meaningful screening function from the comings and goings along this access road and are desirable to retain. Both of the options presented by the developer have their own challenges and involve tree loss. Officers are therefore happy to pursue an alternative that seeks to allow the trees to remain if Members are content to prioritise their retention.

59. The phasing of development will require further clarity to demonstrate how the site will be served through each phase, to what quantum of development as well as to show how access would be controlled between phases and existing and created connections within the northern and southern parts of the site.

60. **Q4 - Do Members have any observations in relation to transport and connectivity?**

61. **Q5 - Do Members have any comments on need for footpaths on both sides of the initial 200m length of the primary access (Trent Road)? Any views on tree retention or to deliver a fully compliant road design with a segregated cycle route?**

Other matters:

62. Impact on residential amenity: As the scheme involves replacement and existing commercial/ industrial uses in proximity to existing/ proposed residential properties that exist nearby, an assessment of the impacts of noise (incl. road)/ dust and odour and regard to the impacts from existing education sites neighbouring will inform the design of the new residential and the modified employment/ commercial uses.

63. District Heating Network: The identified site is close to the Leeds PIPES network with nearby Council residential tower blocks along Torre Road being served, so there is feasibility in establishing a connection. Connections to this network would need to be explored in detail during the later stages of development design. Initial discussions with Leeds PIPES have taken place.

64. Ecology and bio-diversity matters: In accordance with Core Strategy Policy G9 developments are required to demonstrate how they achieve net gains for biodiversity through enhancements to existing habitats and creating new areas for wildlife.

65. Flood risk and drainage: The identified site lies within Flood Zone 1 and there are no records of any recent flooding within the property or adjacent areas with no known

flood risks that would require specific mitigation and would impact on the proposed development. It is recognised that the site is previously developed and the proposed redevelopment provides an opportunity to incorporate a high-quality SuDS based drainage system to reduce the risk of flooding within the area as well as reduce loading on the Yorkshire Water sewer system which serves the area.

CONCLUSION:

66. Members are asked to note the contents of the report and the presentation by the applicant. In addition, Members are invited to provide feedback, in particular, in response to the key questions asked in the report above and as follows:
- Q1 - Do Members have any observations on the mix and proportion of proposed residential and employment uses?**
 - Q2 - Do Members have any observations on the extent of demolition and building retention?**
 - Q3 - Do Members support the emerging principles in respect of the layout and design?**
 - Q4 - Do Members have any observations in relation to transport and connectivity?**
 - Q5 - Do Members have any comments on need for footpaths on both sides of the initial 200m length of the primary access (Trent Road)? Any views on tree retention or to deliver a fully compliant road design with a segregated cycle route?**
 - Q6 - Are there any other matters which Members would wish to raise?**

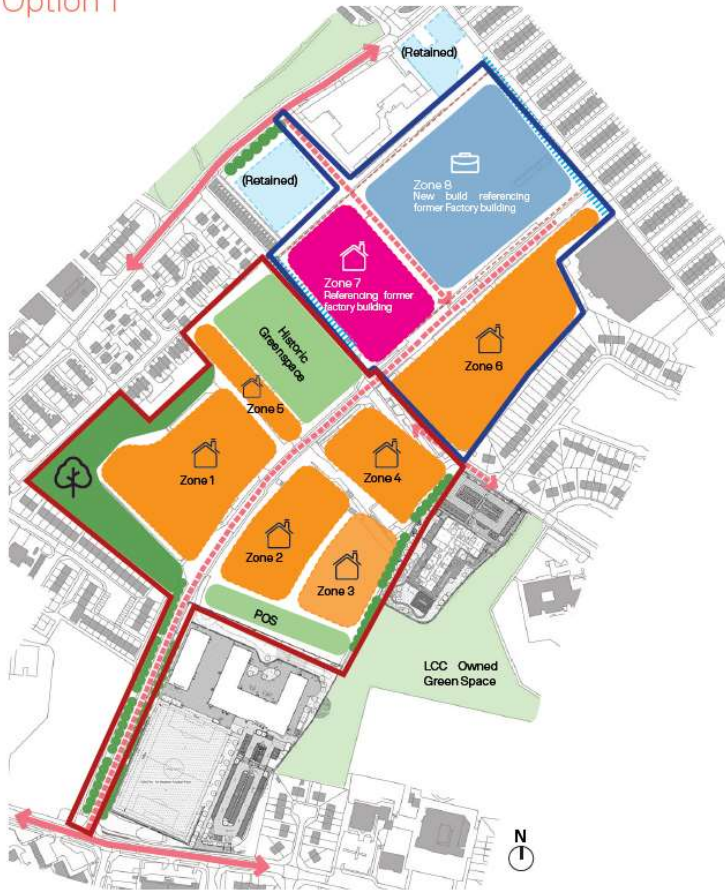
BACKGROUND PAPERS:

Application file reference: PREAPP/24/00357

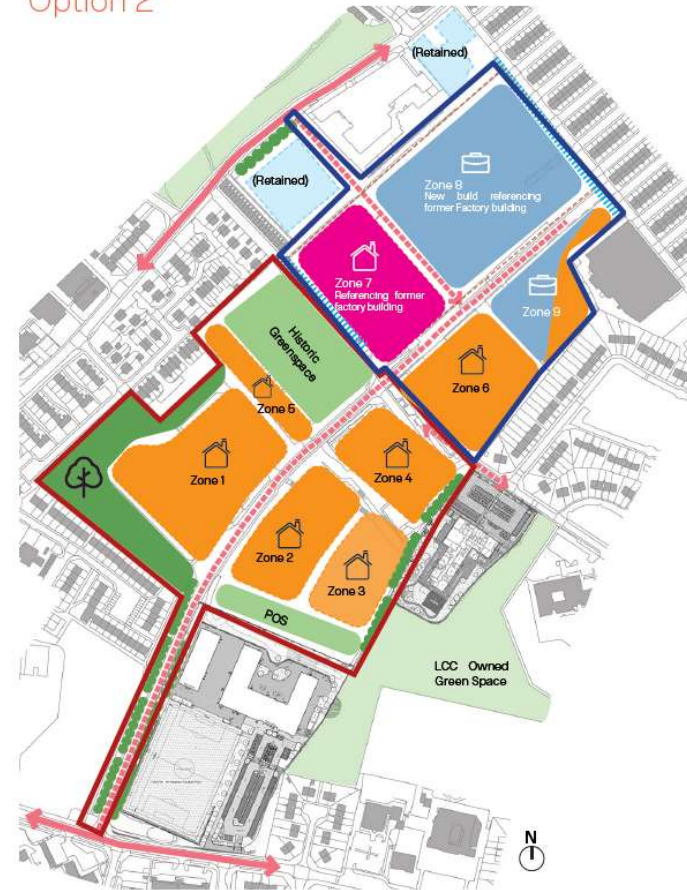
Appendix 1- Masterplan: Proposed Use

Proposed Use

Option 1



Option 2



- Key:
- Proposed Housing Zone
 - Employment/Commercial
 - Employment/Commercial or Proposed Housing Zone
 - Existing Woodland
 - Retained Façades

The Masterplan

