



CITY PLANS PANEL

Meeting to be held in Civic Hall, Leeds on
Thursday, 8th September, 2022
at 1.30 pm

MEMBERSHIP

Councillors

D Blackburn
K Brooks
C Campbell
P Carlill
D Cohen
R Finnigan
A Garthwaite
C Gruen
J McKenna (Chair)
P Wadsworth
A Khan
A Maloney

Please do not attend the meeting in person if you have symptoms of Covid 10 and please follow current public health advice to avoid passing the virus onto other people

Note to observers of the meeting. To remotely observe this meeting, please click on the 'The View the Meeting Recording' link which will feature on the meeting's webpage (link below) ahead of the meeting. The webcast will become available at the commencement of the meeting:

[Council and democracy \(leeds.gov.uk\)](https://leeds.gov.uk/council-and-democracy)

**Agenda compiled by:
Andy Booth
Governance Services
Civic Hall
Tel: 0113 37 88665**

A G E N D A

Item No	Ward	Item Not Open		Page No
1			<p>APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS</p> <p>To consider any appeals in accordance with Procedure Rule 15.2 of the Access to Information Rules (in the event of an Appeal the press and public will be excluded)</p> <p>(*In accordance with Procedure Rule 15.2, written notice of an appeal must be received by the Head of Governance Services at least 24 hours before the meeting)</p>	
2			<p>EXEMPT INFORMATION - POSSIBLE EXCLUSION OF PRESS AND PUBLIC</p> <p>1 To highlight reports or appendices which officers have identified as containing exempt information, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.</p> <p>2 To consider whether or not to accept the officers recommendation in respect of the above information.</p> <p>3 If so, to formally pass the following resolution:-</p> <p>RESOLVED – That the press and public be excluded from the meeting during consideration of the following parts of the agenda designated as containing exempt information on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information, as follows:-</p>	

Item No	Ward	Item Not Open		Page No
3			<p>LATE ITEMS</p> <p>To identify items which have been admitted to the agenda by the Chair for consideration</p> <p>(The special circumstances shall be specified in the minutes)</p>	
4			<p>DECLARATION OF INTERESTS</p> <p>To disclose or draw attention to any interests in accordance with Leeds City Council's 'Councillor Code of Conduct'.</p>	
5			<p>APOLOGIES FOR ABSENCE</p>	
6			<p>MINUTES - 11 AUGUST 2022</p> <p>To confirm as a correct record, the minutes of the meeting held on Thursday, 11 August 2022.</p>	7 - 14
7	Little London and Woodhouse		<p>PREAPP-22-00182 - FORMER THYSSEN KRUPP SITE, 177 KIRKSTALL ROAD, LEEDS, LS4 2AQ</p> <p>Pre-application presentation of proposed residential development of 130 units.</p>	15 - 34
8			<p>DATE AND TIME OF NEXT MEETING</p> <p>Thursday, 6th October 2022 at 1.30 p.m.</p>	

Third Party Recording

Recording of this meeting is allowed to enable those not present to see or hear the proceedings either as they take place (or later) and to enable the reporting of those proceedings. A copy of the recording protocol is available from the contacts named on the front of this agenda.

Use of Recordings by Third Parties– code of practice

- a) Any published recording should be accompanied by a statement of when and where the recording was made, the context of the discussion that took place, and a clear identification of the main speakers and their role or title.
- b) Those making recordings must not edit the recording in a way that could lead to misinterpretation or misrepresentation of the proceedings or comments made by attendees. In particular there should be no internal editing of published extracts; recordings may start at any point and end at any point but the material between those points must be complete.

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Planning Services

To all Members of City Plans Panel

Ninth Floor East
Merrion House
110 Merrion Centre
Leeds LS2 8BB

Contact: Daljit Singh
Tel: 0113 3787971
daljit.singh@leeds.gov.uk

Our ref: City Site Visits
Date: 30.08.2022

Dear Councillor

SITE VISITS – CITY PLANS PANEL – Thursday 8th September 2022

Now that the Government has further removed legal restrictions around social contact it has been agreed with the Chair of City Plans Panel to undertake site visits on the morning of the next City Plans Panel meeting.

A 16 seater minibus has been booked for the site visits; however, the Council is advocating a precautionary approach and control measures have been put in place (see below). To check numbers please can Members contact PlansPanel@leeds.gov.uk as soon as possible if they wish to travel via the minibus.

For those travelling by mini-bus please meet in the **Ante-Chamber, Civic Hall at 10.55am for a prompt start at 11.00am.**

Time	Ward	Site
11.00 am	MINIBUS DEPARTS FROM OUTSIDE CIVIC HALL ENTRANCE	
11.10 - 11.40am	Little London & Woodhouse	PREAPP/22/00182 – Proposed residential development at former Thyssen Krupp site, Kirkstall Road Leeds LS4 2AQ

Please notify PlansPanel@leeds.gov.uk if you will be attending.

Yours sincerely

Daljit Singh
Group Manager
Planning Services

Plans Panel Site Visits Risk Assessment; Control Measures and Guidance

- Anyone with symptoms of Covid 19 or required to self-isolate in accordance with the most current guidance must not attend Panel Visits.
- Officers who are classified as clinically extremely vulnerable and are at a high risk of severe illness or who have a number of conditions listed under the moderately vulnerable category leaving them at greater risk, or in a higher risk groups e.g. over 60s, BAME staff should only attend Panel visits following a personal risk assessment
- The use of lateral flow testing by participants prior to the visits is encouraged to help reduce the potential asymptomatic transmission of the Covid-19
- Face covering shall be worn on the minibus, and when entering enclosed spaces on visits.
- Hand sanitiser shall be used on boarding and leaving and shall be provided at the minibus entry/exit point.
- Travellers on the minibus shall sit on separate rows wherever possible.
- Time spent on the minibus will be minimised e.g. no detailed discussions regarding sites/proposals whilst parked up.
- The minibus will be well ventilated / windows opened (weather permitting).
- Interactions on site shall be conducted in a Covid-safe manner, respecting any anxieties of participants.

CITY PLANS PANEL

THURSDAY, 11TH AUGUST, 2022

PRESENT: Councillor J McKenna in the Chair

Councillors D Blackburn, K Brooks,
P Carlill, A Garthwaite, C Gruen,
P Wadsworth, A Khan, A Maloney and
B Anderson

21 Appeals Against Refusal of Inspection of Documents

There were no appeals.

22 Exempt Information - Possible Exclusion of Press and Public

There was no exempt information.

23 Late Items

There were no late items.

24 Declaration of Interests

There were no declarations.

25 Apologies for Absence

Apologies for absence were submitted on behalf of Councillors C Campbell and D Cohen.

Councillor B Anderson was in attendance as substitute.

26 Minutes - 14 July 2022

RESOLVED – That the minutes of the meeting held on 14 July 2022 be confirmed as a correct record.

27 Application 19/04510/FU - Sayner Lane and Clarence Road, Hunslet, Leeds

The report of the Chief Planning Officer presented an application for a multi-generation building comprising a primary school, nursery, 72 bed care home, 80 flats and a café at Sayner Lane and Clarence Road, Hunslet Leeds.

Members visited the site prior to the meeting and site plans and photographs were displayed and referred to throughout the discussion of the application.

Draft minutes to be approved at the meeting
to be held on Thursday, 8th September, 2022

The following was highlighted in relation to the application:

- The site was a brownfield site and allocated for development under the Aire Valley Action Plan.
- The original plan to have a buffer between the site and glassworks was not to be carried through. Air quality and noise reports had been agreed with Environmental Health and there would be mechanical ventilation to avoid any amenity problems.
- There would be the provision of 80 apartments, a 72 bed care home, provision for a primary school, a nurse's office and a café.
- The proposals were for the scheme to be relatively traffic free with some parking spaces for the care home and disabled parking.
- Tree planting was proposed to be in excess of the guidelines but there would be a commuted sum if that was not achievable.
- There would be a commuted sum for the biodiversity shortfall on site.
- The apartments were all considered to be policy compliant with full delivery of affordable and accessible housing.
- Carbon saving – council and building regulation standards would be exceeded.
- Floor plans for the development were displayed.
- Off site highways works and delivery would include parking, requirements for traffic calming, crossing points and traffic islands. These would be conditioned as part of the application. There would also be a commuted sum to off site traffic regulation orders.
- The proposals were not considered to be harmful to nearby listed buildings.

In response to questions and comments from the Panel, the following was discussed:

- With regards to connectivity the application was part of a wider estate and works were already underway on other sites which included public access routes and a footbridge over the river.
- There was education provision for older children in the local area and there had not been any concerns raised by Children's Services regarding provision for older children.
- There would be natural surveillance for the pedestrian routes as they ran through residential areas. There would also be street lighting.
- There would not be a specific pick up and drop off point for the school but would be some opportunity for short stay parking on surrounding streets. Pupils and staff would be encouraged not to travel by car.
- There was no provision for a GP surgery within this scheme but in the wider estate there was opportunity to provide space for a GP surgery and this could be considered for future phases.
- Data had shown that people living in this kind of development reduced their car ownership.

- The cheapest properties provided in the area would be approximately £140,000. Affordable properties would be available throughout the scheme and would be developed to the same quality as other properties.
- Provision of job opportunities for people who would be occupying the development.
- Members were broadly supportive of the application although there was some concern regarding the lack of car parking for the school and whether this could work both for the school staff and without causing highway issues.

RESOLVED - That the application be deferred and delegated to the Chief Planning Officer for approval subject to the specified conditions set out in Appendix 1 (and any others which he may consider appropriate) and the completion of a Section 111 agreement under the Local Government Act 1972 and a Section 106 agreement to include the following obligations:

- Affordable Housing 7% - 4 x 1 bedroom apartments on the first floor and 2 x 2 bedroom apartments on the second floor. Four of these will be for social rent and 2 for intermediate affordable housing. In the interests of mix, at least one of the 2 bedroom units should be for social rent.
- Traffic Regulation Order to manage any overspill parking issues in the surrounding area as a result of the development: £25,000.
- City Centre/fringe wayfinding scheme for improved signage: £20,000
- Travel Plan and Travel Plan Monitoring Fee of £3,377 for the Residential Travel Plan and £3,377 for the School Travel Plan, both subject to an annual increase for inflation.
- Residential Travel Plan Fund £20,640.
- Co-operation with Local Jobs and Skills Initiatives.
- Tree replacement. A financial contribution may be required based on CAVAT assessment of tree removal if the replacement of trees according to planning policy cannot be achieved on site.
- Greenspace – 1,822sqm of green space to be laid out on site according to an agreed drawing and £18,850.11 to be paid as an off-site commuted sum.
- Biodiversity net gain contribution of £33,250 towards biodiversity improvements in Leeds.

28 Application 22/00361/FU - Land off Water Lane, Holbeck Leeds

The report of the Chief Planning Officer presented an application for a multi-level residential development (Class C3) with associated hard and soft landscaping and rooftop amenity space at a site on land off Water Lane, Holbeck, Leeds.

The application had been deferred at the previous meeting of the City Plans Panel.

Site Plans and photographs were displayed and referred to throughout the discussion of the application.

The following was highlighted in relation to the application:

- Panel concerns on viability and lack of affordable housing – the applicant had worked with their funding provider to take a longer term approach which allowed for an enhanced offer. There would now be 5% affordable housing and these would all be 3 bedroom units. There would also be funding towards pedestrian works.
- Concerns regarding carbon emissions and lack of 100% electrical vehicle charging at the outset – there would now be 100% availability at the time of the first occupation.
- The site was connected to other developments in the area and was compatible with the emerging character of the area.
- Pedestrian improvements included new crossing points, wider footpaths and additional lighting under the viaduct arches.
- There was a reduction in the travel plan funding but an improved offer for provision of greenspace in the wider area.
- Housing mix – city centre living showed that there was a need for more smaller units.
- Landscaping – there would be provision of informal children’s play areas and use of natural materials.
- The development would have a 100% electric heating system and there would be use of mechanical ventilation and photo voltaic cells.

In response to questions and comments from the Panel, the following was discussed:

- Members were supportive of the proposed improvements to the movement of traffic including the provision of a one way system.
- Benches with back supports would be provided in the open spaces.
- There would be a maintenance agreement for the play equipment.
- Members were supportive of the revised proposals and officers and the developers were thanked for their work in addressing the concerns previously raised.

RESOLVED – That the application be deferred and delegated to the Chief Planning Officer for approval, subject to the conditions at Appendix 2 of the report (and any amendment to or addition of others which the Chief Planning Officer considers appropriate), subject to resolving the outstanding concerns of the Health and Safety Executive and subject to the completion of a Section 106 agreement to secure the following:

1. Employment and training of local people
2. Publicly accessible areas
3. Affordable housing provision which is subject to viability (in line with option 4 as detailed in paragraph 8.9 and Appendix 1 of the report)
4. Travel Plan review fee

5. The provision of two Leeds City Council Car Club provider parking spaces
6. The provision of a Residential Travel Plan Fund which is subject to viability (see paragraphs 8.12, 8.13 and Appendix 1 of the report)
7. A contribution towards pedestrian and cycle improvements in the area which is subject to viability (see paragraphs 8.12, 8.13 and Appendix 1 of the report)
8. A Traffic Regulation Order affecting resident's on street parking, within an 800m radius of the site (see paragraphs 8.12, 8.13 and Appendix 1 of the report)
9. A green space contribution which is subject to viability (see paragraphs 8.12, 8.13 and Appendix 1 of the report)
10. A management fee

In the circumstances where the Section 106 has not been completed within 3 months of the Panel resolution to grant planning permission, the final determination of the applications shall be delegated to the Chief Planning Officer.

29 Application 22/01889/FU - Yorkshire Bank, Merrion Way and land fronting Leeds Arena, Clay Pit Lane, Leeds

The report of the Chief Planning Officer presented a hybrid planning application for the demolition of Yorkshire Bank, Merrion Way and the construction of two student residential accommodation buildings and a multi-use events building on the site of the Yorkshire Bank, Merrion Way and land fronting Leeds Arena, Clay Pit Lane, Leeds.

Site plans and photographs were displayed and referred to throughout the discussion of the application.

Further issues highlighted in relation to the application included the following:

- The application sought the demolition of the existing Yorkshire Bank building, the construction of two multi storey student accommodation blocks and outline permission for a multi-purpose events building. Pre-application presentations had been received by the Panel in September and November 2021.
- The site fell within the city centre boundary and the proposals were appropriate for the area.
- The scale of the proposed buildings was appropriate for the area which was mentioned in the tall buildings design guide.
- Views of the site from surrounding areas were displayed.
- It was proposed to phase the development with the first two phases being the student accommodation blocks.
- There would be landscaping with additional tree planting.
- Floor plans of the proposed student accommodation buildings were shown. Room sizes met guidelines.
- CGI images of the proposed buildings were displayed and Members were shown samples of the proposed materials to be used.

- The proposed multi-purpose events building would be equivalent to seven storeys in height.
- The site was not in a flood risk area but there was a need to manage the drainage of surface water.
- A revised report was currently under consideration by the Nature Conservation officer.
- There was ongoing discussion with the Health and Safety Executive regarding fire safety.
- There had been objections to the application, primarily due to the provision of a multi-purpose events venue. These related to the impact of the multi-purpose events building on Harrogate. An assessment had been provided which indicated 1% of trade would be diverted away from Harrogate and 6% from Harrogate Convention Centre.

The Panel heard objections from a representative of the Harrogate Convention Centre. These related to the proposals for a multi-purpose events centre and included the following:

- There was no objection to the student accommodation blocks.
- The main objection was the absence of consultation between Leeds City Council with Harrogate Convention Centre and Harrogate Borough Council regarding the proposals. It was not believed that the impact on Harrogate had been assessed and that the economic assessment case was flawed, inaccurate and out of date.
- It was felt that the negative impact on Harrogate had been underestimated by 15%.
- There had been a strong relationship between the Convention Centre and Leeds City Council and it was surprising that there had not been any consultation.
- In response to questions, the following was discussed:
 - Although there had not been a formal planning consultation with Harrogate Borough Council regarding the submitted application, prior to submission of the application, there had been contact between Leeds City Council Director of City Development and the Chief Executive of Harrogate Borough Council regarding the proposals which had invited engagement and Harrogate Convention Centre had been made aware of this.
 - Harrogate Convention Centre stated that they had been made aware of the proposals prior to the submission of the application but the size of the multi-use event space had increased when the application was formally submitted. It was hoped that there could be a deferral to allow for consultation to take place.

The applicant's representative addressed the Panel. The developer had been working on the scheme for two and a half years and was aware of the initial contact with Harrogate Borough Council. The scheme was compliant with policy and included an assessment of the impact in Harrogate. In response to questions from the Panel, the following was discussed:

- It was hoped to salvage some of the material from the Yorkshire Bank Building and there may be opportunity for re-use within the public realm works.
- The material for the second student accommodation building would be terracotta with a colour palette to work with the listed buildings opposite. There was some concern expressed regarding the use of dark grey colouring.
- It had not yet been decided whether the phases of building would overlap.
- Concern that there would be a visual impact on the view of the arena.

The legal officer advised the Panel that statutory duties had been satisfied in terms of consultation and that the Council had gone beyond that by making initial contact with Harrogate Borough Council so they were alerted to the application at concept stage.

In response to questions and comments from the Panel, the following was discussed:

- A city the size of Leeds should have a conference facility of the size proposed.
- An independent report had concluded that there would not be a significant adverse impact on Harrogate.
- Policy required an assessment for the provision of conference facilities and the assessment carried out was considered to be acceptable.
- The illustrative white block for the multi-purpose event centre was just to demonstrate the maximum parameters.
- There had not been an initial objection as it was thought that the size was smaller than the maximum size now proposed.
- The proposal for the multi-purpose events building was not just for conferences. There was opportunity through the planning process to control the kind of activity at the centre.
- The developer would commence works on the student accommodation as soon as possible should the application be approved.

A motion was made to defer the application for further consideration to be given to the objections that had been submitted. This was seconded and voted on.

RESOLVED – That the application be deferred

30 Date and Time of Next Meeting

Thursday, 8 September at 1.30 p.m.

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Originator: Jessica Ashton

Telephone: 3787719

Report of the Chief Planning Officer

CITY PLANS PANEL

8th September 2022

Pre-application presentation of proposed residential development of 130 no. units on the former Thyssen Krupp site, 177 Kirkstall Road, Leeds LS4 2AQ (PREAPP/22/00182)

Applicant – Your Housing Group

Electoral Wards Affected:

Little London & Woodhouse

Yes

Ward Members consulted

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 proposed development to allow Members to consider and comment on the proposals at this stage.

1.0 Introduction

- 1.1 This presentation is intended to inform Members of the emerging proposals for the construction of 130 residential units comprising 43 houses and 87 apartments with associated public greenspace, car parking and landscaping at a vacant former industrial site on Kirkstall Road. The scheme is 100% affordable housing.
- 1.2 The applicant Your Housing Group (YHG) is one of the largest providers of affordable housing in the UK, managing over 27,000 homes across the North-West, Yorkshire and the Midlands. It operates under a not-for-profit umbrella, with surpluses reinvested into the provision of affordable housing, the maintenance of existing properties, and the development of new services for customers. YHG is a registered affordable housing provider regulated by Homes England. The Group manages general rented, sheltered, and shared ownership accommodation with local operations based in the communities in which they operate. YHG prides itself on providing homes which enable people to get on and off the property ladder at different stages of their lives.

2.0 Site and surroundings

- 2.1 The site is a 1.47ha brownfield site which is broadly square and located in a prominent position on the corner of Kirkstall Road and Viaduct Road. It was previously occupied by Thyssen Krupp who vacated the site following the December 2015 flood event.
- 2.2 To the north east (beyond Kirkstall Road) is an area of greenspace and low rise residential housing, to the south east is the Leeds Chinese Christian Church and associated carpark, to the south is a Leeds City Council owned site currently utilised as a site compound associated with the delivery of the Flood Alleviation Scheme phase 2 and beyond that runs the River Aire which forms part of the Leeds Habitat Network. To the south west is an office building, and a depot and vacant site, to the north west are the former Thyssen Krupp offices which have recently been converted to residential and beyond that a Shell petrol filling station and retail unit. To the far west is the railway viaduct which is Grade II listed.
- 2.3 The site is at the western end of Kirkstall Road, an area which is experiencing rapid growth and change with numerous development proposals having come forward within the last few years. The site has been cleared, remediation works have been carried out and it is surrounded by hoardings.
- 2.4 The site is located outside of the defined City Centre boundary and is not allocated for a specific use within the Site Allocation Plan (SAP) and is not within a Conservation Area. The site and wider area are also located within Flood Zone 3.

3.0 Proposals

- 3.1 The proposal relates to a development of 130 residential dwellings comprising 43 houses and 87 apartments. The scheme will be 100% affordable.
- 3.2 The proposed houses will include a mix as follows:
 - 24 no. three bedroom townhouses (House Type 1 – located centrally within the site);
 - 6 no. three bedroom mews houses (House Type 2 – the eastern terrace); and
 - 13 no. three bedroom terraced townhouses (House Type 3 – the southern terrace).

The proposed apartments will include a mix as follows:

- 35 one bedroom apartments
 - 47 two bedroom apartments; and
 - 5 no three bedroom apartments
- 3.3 The apartments are provided across two separate blocks, both of which front Kirkstall Road, with the smaller block located on the north west corner of the site. The houses are arranged as follows: townhouses (House Type 1) are located centrally within the site. There is a terrace of mews houses (House Type 2) running perpendicular to Kirkstall Road, along the eastern boundary of the site. A terrace of townhouses (House Type 3) run parallel to Kirkstall Road, along the southern boundary of the site.
 - 3.4 The proposals include substantial landscaping including street trees along the Kirkstall Road frontage and the provision of substantial publicly accessible green space located to the south of the apartment blocks.

3.5 Vehicular access in and out of the site is taken from the existing access from Viaduct Road to the west, which is shared with the existing apartment block. 78 car parking spaces are provided via a dedicated parking area to the south west of the site, as well as undercroft parking for the larger apartment block and eastern terrace.

4.0 Relevant planning history

- 4.1 18/04695/OT The site has previously been approved at city plans panel for the development of up to 272 flats, with 136 parking spaces, associated infrastructure and ancillary uses. The application was 'finally disposed of' on 24th September 2020 due to lack of progress on the S106 agreement following panel resolution and the time period for appealing on the grounds of non-determination having expired.
- 4.2 There is a retrospective application for site remediation works which is pending determination (20/02889/FU).
- 4.3 19/06812/FU Phase 2 of the Leeds Flood Alleviation Scheme (FAS) covers a riverside strip of all properties along Kirkstall Road including this site. The FAS involves flow control structures (including plant and machinery) and defences to include: walls, sheet piling, earth bunds, scour protection and associated access, landscaping, demolition, building and construction works. The permission in June 2019 has been followed by numerous conditional discharge permissions.
- 4.4 The former Thyssen Krupp offices were converted to residential apartments under 19/07542/DPD.
- 4.5 The adjacent Chinese Church gained approval for a new worship hall to the rear of the site (15/07522/FU). Now lapsed.

5.0 Consultation responses

- 5.1 LCC Highways Transport Development Services – Initial comments have been provided regarding the proposal which should be noted and addressed as part of a future planning application. In summary:
- The traffic generation, distribution and assignment should be assessed as part of a Transport Assessment report to be submitted in support of a formal planning application. A Wind Assessment should also be submitted.
 - The site will require a Travel Plan as it is above the threshold for such provision.
 - The internal layout will need to be built to adoptable standards and offered for adoption under Section 38 of the Highways Act. The speed limit for the proposed development should be 20mph in accordance with the Transport SPD (March 2022).
 - Utilising the access off Viaduct Road is acceptable in principle, the redundant access points fronting Kirkstall Road will need to be reinstated to full-height footway.
 - All parking spaces (including garages) will need to be fitted with Electric Vehicle Charge Points (EVCP) in line with policy EN8 of the Core Strategy
 - Cycle parking and motorcycle parking should be provided in accordance with the draft Transport SPD

- Due to the potential low provision of car parking, a car club space will be required.

The following off-site highway works will be required, which would be delivered as part of S278 agreement.

- Widen the existing footway to 4.0m along the site frontage on the Kirkstall Road and Viaduct Road.
- Removal of all redundant access points along the site frontage on Kirkstall Road to reinstate full-height footway.

Contributions are likely to be required as follows:

- TRO contributions to offset the impact of any parking overspill on to nearby streets as a result of the development. The coverage area will be 800m.
- Contributions to congestion hotspot junctions Burley Road / Cardigan Road / Willow Road, A65 Kirkstall Road / Willow Road / Viaduct Road, West Street Gyratory and Armley Gyratory. A highway improvement scheme has been identified for these junctions, hence a contribution is expected to offset the impact of additional trips resulting from the development
- Bus stops improvements may be required, subject to agreement with WYCA.

Highway Services have made further comments on the latest revised layout relating to potential provision of a cycle route connection between Viaduct Road and the SW corner of the site (along the south side of the former Thyssen Krupp offices); the need to revisit the proposed on street layby parking arrangement to the southern most row of houses; the need to consider provision of adequate vehicle turning facilities at the end of cul-de-sac street arrangements; and have re-iterated that although they can accept the principle of phased provision of EVCP these should not be subject to demand as proposed but must be time committed to ensure 100% provision in line with policy EN8.

- 5.2 LCC Flood Risk Management (FRM) – The application site is located within Flood Zone 3 as a result of fluvial flooding from the River Aire, however it is within an area that will benefit from the completed Leeds FAS (Phase 2) as the site will then become protected to the 1 in 100 + CC to 2039. However, until the FAS 2 works are completed flood mitigation measures will need to be based on the elements of the Leeds FAS already completed. (i.e. Phase 1). Consequently with regards to the flood mitigation measures required, it is recommended that the applicant consults with the EA to agree the scope of the FRA and any additional modelling required and the impact of the FAS 2 works on the proposed flood mitigation measures should be agreed with the EA.
- 5.3 With regards to the surface water discharge rates, discharge rates will need to be in accordance with Minimum Development Control Standards, for existing connections, a 50% reduction from the existing rate will be required. Any new connections we will expect greenfield rates. The drainage design shall be a SUDs based design in accordance with current Leeds Minimum Development Control Standards for Flood Risk.
- 5.4 LCC Contaminated Land Team - The Remediation Verification report for the remediation / earthworks already undertaken was approved under application 20/02889/FU (along with a Phase 1 summary report, Phase 2 report, remedial strategy, and updated remediation proposal).
- 5.5 A full planning application would require a Remediation Statement / Strategy to be submitted demonstrating how the site would be made suitable for the intended Residential use in line with the findings / recommendations made within reports

previously submitted in support of application 20/02889/FU, updated for any alterations in the proposed scheme. Where private gardens are now included in the proposals it is expected that the remediation strategy/statement would be updated to include them.

- 5.6 LCC Landscape - Providing a tree-lined frontage to Kirkstall Road is strongly supported and it is positive that substantial tree planting is proposed throughout the development. Trees in hard landscape must be designed and specified in accordance with LCC Urban Tree Planting guidance.
- 5.7 The adjacent site uses (primarily car parking and derelict industrial) should be screened from the development with strong landscaped buffers.
- 5.8 The location of the public green space has evolved through preapplication discussions and is now centrally located and screened from Kirkstall Road by built form which enhances the enjoyment and value of this space. Similarly a proposed communal garden at the rear of the central houses has been revised. The green space has been redistributed so that residents of the houses and flats can share a peaceful green space within the development.
- 5.9 Access officer – Landscaping and public realm should meet BS 8300 in terms of access and inclusion.
- 5.10 More information is needed regarding how the dwellings will be accessible and yet have GF level 1m raised. The ramps at the end of the terraces sound like good design but need to check they are not longer routes to main destinations.
- 5.11 Accessible units should be spread across the development to ensure there is a choice of dwelling type and size in particular in terms of the M4(3) units. M4(2) units will require a larger GF WC than shown.
- 5.12 Environment Agency – have provided a preliminary opinion outlining the key environmental issues relevant to the applicant's proposal. Based on the information currently available, the development raises some environmental concerns that will need to be addressed as part of a planning application. Further work will be needed to show how these issues can be satisfactorily addressed to ensure no environmental impacts.

6.0 Policy

6.1 Development Plan

- 6.1..1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of decision making for this proposal within the City Centre boundary, the Development Plan for Leeds currently comprises the following documents:
- The Leeds Core Strategy 2014 (as amended by the Core Strategy Selective Review 2019)
 - Saved UDP Policies (2006), included as Appendix 1 of the Core Strategy
 - The Natural Resources & Waste Local Plan (NRWLP, Adopted January 2013) including revised policies Minerals 13 and 14 (Adopted September 2015)
 - Site Allocations Plan (Adopted July 2019)

6.2 Leeds Core Strategy

6.2..1 The Core Strategy sets out the strategic level policies and vision to guide the delivery of development and the overall future of the district. Relevant Core Strategy policies include:

- Spatial Policy 1 prioritises the redevelopment of previously developed land in a way that respects and enhances the local character and identity of places and neighbourhoods.
- Spatial Policy 6: The Housing Requirement and Allocation of Housing Land establishes a target of 51,952 (net) new dwellings to be delivered between 2017 and 2033. This provision should be guided by the settlement hierarchy, with a preference for sustainable, brownfield locations and areas having low flood risk.
- Spatial Policy 7: Distribution of Housing Land and Allocations establishes that 15% of dwellings to be identified should be within the “Inner Area” in the period 2017-33.
- Spatial Policy 8: Economic Development Priorities supports a competitive local economy through promoting the development of a strong local economy through enterprise and innovation, job retention and creation, promoting the need for a skilled workforce, educational attainment and reducing barriers to employment opportunities, and by supporting training/skills and job creation initiatives via planning agreements.
- Spatial Policy 12: Strategic Green Infrastructure. Maintain and enhance The Aire Valley, along the river and canal corridors and including; Kirkstall Valley Park to the north;
- Policy CC3: Improving connectivity between the city centre and neighbouring communities
- Policy H2: New Housing Development on Non-Allocated Sites. New housing is supported on non-allocated land providing the number of dwellings does not exceed the capacity of transport, educational and health infrastructure and the accessibility standards are met.
- Policy H3: Housing Density sets minimum net densities for new housing developments in different parts of Leeds. The area that covers this site – ‘Other urban areas’ (more than 500m from the city centre boundary) has a minimum density of 40 dwellings per hectare
- Policy H4: Housing Mix requires residential developments to provide an appropriate mix of dwelling types and sizes to address long term needs taking into account the nature of the development and character of the location. This should include the need to make provision for Independent Living.
- Policy H5: Affordable Housing sets out a target affordable housing provision of 7% for residential developments within Affordable Housing Market Zone 3. With a mix of 40% Intermediate tenures / 60% Social Rented or equivalent affordable tenures.
- Policy H9: Space Standards expects all new dwellings to meet the minimum internal nationally described space standards.
- Policy H10: Accessible Housing expects developments to provide at least 30% of new dwellings to M4(2) standards of accessibility and 2% to M4(3) standards of accessibility (wheelchair user occupant).
- Policy EC3: Safeguarding existing employment and industrial areas. This site is in the Inner South area which was not listed as an area of shortfall in the 2010 Employment Land Review. As such proposals will only be permitted where there is no loss of an allocated or identified employment site, they involve non-viable employment buildings, or they deliver a mixed use development.
- Policy P10: Design requires new development to be based on a thorough contextual analysis to provide good design appropriate to its scale and function. New development is also required to deliver high quality inclusive design. Policy

P10 sets out a series of key design principles (i to vi) for new development, in relation to size, design, layout, existing assets, amenity and accessibility.

- Policy P12: states that landscapes will be conserved and enhanced.
- Policies T1: Transport Management and T2: Accessibility Requirements and New Development identify transport management measures and accessibility measures to ensure new development is adequately served by highways and public transport, and provides safe and secure access for pedestrians, cyclists and people with impaired mobility.
- Policy G1: Enhancing and extending green infrastructure
- Policy G2: Creation of new tree cover
- Policy G4: Green Space Improvement and New Green Space Provision expects developments of ≥ 10 dwellings to provide open space on site according to the number of different sized properties proposed. Where provision is unachievable or inappropriate on-site, equivalent provision may be provided off-site or as commuted sums.
- Policy G9: states that development will need to demonstrate biodiversity improvements.
- Policies EN1 and EN2: set out the sustainable construction and on-going sustainability measures for new development. It establishes targets for CO₂ reduction and requires at least 10% low or zero carbon energy production on site.
- Policy EN4 states that where technically viable major developments should connect to district heating networks.
- Policy EN5 identifies requirements to manage flood risk. A flood risk assessment including an evacuation plan and sequential test/exceptions tests would be required as the site lies in Flood Zone 3.
- Policy EN6: Strategic Waste Management
- Policy EN8 identifies electric vehicle charging infrastructure requirements.
- Policy ID2 outlines the Council's approach to planning obligations and developer contributions.

6.3 Saved Unitary Development Plan Review policies

6.3.1 Relevant saved policies include:

- Policy GP5 states that all relevant planning considerations are to be resolved.
- Policy BD2 requires that new buildings complement and enhance existing skylines, vistas and landmarks.
- Policy BD4 relates to provision for all mechanical plant on and servicing of new developments.
- Policy BD5 requires new buildings to consider both amenity for their own occupants and that of their surroundings including usable space, privacy and satisfactory daylight and sunlight.
- Policy LD1 sets out criteria for landscape schemes.
- Policy R2 Waterfront Strategy

6.4 Natural Resources & Waste Local Plan (NRWLP)

6.4.1 The NRWLP identifies where land is needed to enable the City to manage resources, like trees, minerals, waste and water and identifies specific actions which will help use the natural resources in a more efficient way.

6.4.2 Relevant policies include:

- AIR 1 states that all applications for major development will be required to incorporate low emission measures to ensure that the overall impact of proposals on air quality is mitigated.
- WATER 1 requires water efficiency, including incorporation of sustainable drainage
- WATER 2 relates to the protection of water quality
- WATER 4 requires the consideration of flood risk issues
- Water 6 requires flood risk assessments.
- Water 7 requires development not to increase surface water run-off and to introduce SUDS where feasible.
- LAND 1 requires consideration of land contamination issues.
- LAND 2 identifies the need to introduce new tree planting as part of creating high quality living and working environments and enhancing the public realm.

6.5 Site Allocations Plan (SAP)

6.5.1 The Site Allocations Plan was adopted in July 2019. Following a statutory challenge, Policy HG2, so far as it relates to sites which immediately before the adoption of the SAP were within the green belt, has been remitted to the Secretary of State and is to be treated as not adopted. All other policies within the SAP remain adopted and should be afforded full weight.

6.5.2 The site is unallocated within the Site Allocations Plan.

Other material considerations

6.6 National Planning Policy Framework (NPPF)

6.7 The NPPF was updated in July 2021. Paragraph 11 states that decisions should apply a presumption in favour of sustainable development. Permission should be granted unless the application of policies in the Framework provides a clear reason for refusing the development; or any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the Framework as a whole.

6.8 Chapter 5 identifies guidance for the delivery of a sufficient supply of homes.

6.9 Chapter 8 promotes healthy and safe communities aiming to achieve healthy, inclusive and safe places. Decisions should promote public safety and take into account wider security requirements (paragraph 97).

6.10 Chapter 9 identifies measures to promote sustainable transport. Paragraph 112 states that priority should be given to pedestrian and cycle movements; the needs of people with disabilities and reduced mobility addressed; creation of safe, secure and attractive spaces; allow for the efficient delivery of goods; and be designed to enable use by sustainable vehicles.

6.11 Chapter 11 states that decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

6.12 Chapter 12 identifies the importance of well-designed places and the need for a consistent and high quality, beautiful and sustainable buildings and places. Paragraph 126 states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. 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. Paragraph 130 states that planning decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 131 recognises that trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change.

- 6.13 Chapter 14 identifies the approach to meeting the climate change challenge and flooding. New development should avoid increased vulnerability to the range of impacts arising from climate change and should be planned so as to help reduce greenhouse gas emissions, such as through its location, orientation and design (paragraph 154).

All plans should apply a sequential, risk-based approach to the location of development – taking into account all sources of flood risk and the current and future impacts of climate change – so as to avoid, where possible, flood risk to people and property. They should do this, and manage any residual risk (paragraph 161).

Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:

- a) take account of advice from the lead local flood authority;
- b) have appropriate proposed minimum operational standards;
- c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
- d) where possible, provide multifunctional benefits (Paragraph 169).

- 6.14 Chapter 15 identifies guidelines for conserving and enhancing the natural environment. Paragraph 174 states that new and existing development should not be put at unacceptable risk or be adversely affected by unacceptable levels of soil, air, water or noise pollution. Development should, wherever possible, help to improve local environmental conditions.

- 6.15 Chapter 16 refers to the historic environment. Paragraph 197 states that local planning authorities should take account of:
- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 199 states that “When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be).”

6.16 Supplementary guidance

6.16..1 The following supplementary planning guidance is considered relevant:

- Planning Framework: Kirkstall Road Renaissance Area 2007
- Accessible Leeds SPD
- Travel Plans SPD
- Parking SPD
- Draft Transport SPD
- Building for Tomorrow Today: Sustainable Design and Construction SPD
- Neighbourhoods for Living SPG
- Street Design Guide SPD 2009
- Public Transport Improvements and Developer Contributions SPD
- Minimum Development Control Standards for Flood Risk (MDCSFR)
- Draft Wind & Micro-climate Toolkit for Leeds SPD

7.0 Issues

Members are asked to comment on the emerging proposals and to consider the following matters:

7.1 Principle of the development

7.1..1 Safeguarding existing employment land

7.1..2 The previous use on the site was for employment purposes. As such, the proposal is required to satisfy Core Strategy Policy EC3, which seeks to ensure that Leeds has sufficient employment land. The site does not fall in a shortfall area of employment, so Part A of the policy applies:

“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:

- 1. 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*
- 2. 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*
- 3. 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.”*

7.1..3 The site was vacated by Thyssen Krupp following the December 2015 flood event on Kirkstall Road. It was then subsequently marketed for a number of years with no

interest in the site being shown for employment related development. The only interest in the site was for residential purposes. Prospect Estates received a resolution to grant outline consent for a residential scheme in 2019 (18/04695/OT), which fell away, and YHG acquired the site later that year.

7.1..4 Due to the time that has lapsed since consideration of the previous development proposals for the site, the market conditions for employment use on the site will need to be reassessed to support the formal application submission. However subject to adequate marketing evidence that demonstrates that the site is no longer attractive to the employment / industrial development market and due to the changing nature of the area, from industrial to residential uses (in recent years, a number proposals for residential development have emerged on a number of other large former employment sites on Kirkstall Road, including The Former Arla Foods Depot, 87 – 91 Kirkstall road (ref: 20/03494/OT) and 10 – 81 Kirkstall Road (ref: 21/08190/FU)) the proposals are likely to satisfy criteria 1 and 2 of Policy EC3A.

7.1..5 New housing development on non-allocated land

7.1..6 The site is not allocated for housing and therefore Policy H2 applies and states that:

New housing development will be acceptable in principle on non-allocated land, providing that:

- (i) The number of dwellings does not exceed the capacity of transport, education and health infrastructure, as existing or provided as a condition of development,*
- (ii) For developments of 5 or more dwellings the location should accord with the Accessibility Standards in Table 2 of Appendix 3,*
- (iii) Green Belt Policy is satisfied for sites in the Green Belt.*

7.1..7 The proposed development of 130 units is unlikely to exceed the capacity of local infrastructure or services. The site is considered within a highly sustainable location close to services along Kirkstall Road and within Armley. In addition, there are also frequent public transport services along both Kirkstall Road and Viaduct Road.

7.2 Flood risk

7.2..1 The site is in flood zone 3 and the proposal would lead to an increase in 'more vulnerable' development in a high flood risk area. In these circumstances the NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Any forthcoming application would be required to demonstrate that they have attempted to steer development to areas with the lowest probability of flooding by providing sufficient information to demonstrate that the sequential test has been passed. Paragraph 162 of the NPPF states that development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding.

7.2..2 The area of search for the sequential test is the Inner HMCA area as set out in the Leeds Site Allocation Plan 2019.

7.2..3 Providing the sequential test can be passed, the application will also need to be supported by an Exception Test. Part A will need to demonstrate wider sustainability benefits to the community that outweigh the flood risk and Part B is required to

demonstrate that the development will be safe for its users for the lifetime of the development and without making flood risk worse elsewhere.

7.2.4 The site is expected to benefit from FAS2 for which construction work is underway however until FAS2 works are completed flood mitigation measures will need to be based on the elements of Leeds FAS already completed (i.e. Phase 1). The proposals have been designed to mitigate the effects of flooding, including the following elements / features:

- The houses in the central courtyard area are raised by 1000mm so that they are above the flood level. Ramps are provided to these properties so that level access can be achieved to all homes, albeit some are accessed via the rear access door;
- The homes on the south of the site are also raised 1000mm as above with a ramped access on the ends of the terrace;
- The homes on the east of the site have been designed so that there are no habitable rooms at ground floor level;
- The apartments on the corner block are raised by 1000mm. Lifts will provide level access for residents;
- The apartments in the main block begin at first-floor level due to the ground floor being utilised for undercroft parking; and
- The design team are also exploring incorporating refuse and cycle storage within the raised area in front of the houses.

7.2.5 **Do Members endorse the approach to mitigating flood risk within the development?**

7.3 Housing and residential amenity

7.3.1 Density

7.3.2 CS Policy H3 requires housing developments within 'other urban areas' to meet or exceed 40 dwellings per hectare. The proposals identify 130 dwellings on a site of 1.48 hectares which represents 88 dph thereby exceeding the minimum and making efficient use of brownfield land in a sustainable location.

7.3.3 Housing Mix

7.3.4 Policy H4 seeks to achieve an appropriate Housing Mix that reflects the housing need in Leeds as defined by the SHMA 2011. It is understood that not all areas of Leeds are the same and will have local housing needs. As this location is not within the City Centre, the application should seek to meet the targets for type and mix found within the below table:

Type	Max %	Min %	Target %
Houses	90	50	75
Flats	50	10	25

7.3.5 The proposal is for 33% houses and 67% flats, as such the flats appear high however paragraph 5.2.11 of the Core Strategy states:

'...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...'

- 7.3..6 In this location, development proposals have typically been of a scale and a density consistent with a city centre context rather than a less dense suburban context. Given this context the 'medium density' approach and proposed level of flat development is considered to be acceptable.
- 7.3..7 The current proposals show that there would be 35 (27%) one-bedroom apartments, according with the 0-50% range identified in H4; 47 (36%) two-bedroom apartments, according with the 30-80% range identified in H4; and 48 (37%) three-bedroom apartments and three-bedroom houses, according with the 20-70% range and exceeding the 30% target suggested by H4.
- 7.3..8 **Do Members support the approach to housing mix?**
- 7.3..9 Affordable housing
- 7.3..10 CS policy H5 sets a target of 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. For a development of 130 dwellings this generates a requirement for 9 affordable dwellings.
- 7.3..11 YHG are a registered affordable housing provider and are proposing that the scheme is 100% affordable housing. The scheme is reliant on obtaining grant funding from Homes England. To maximise the funding available, only the 7% provision required by Policy H5 will be secured via S106 Agreement. The remainder of the site will be affordable, but it will not be subject to the S106 Agreement as this would compromise the amount of funding that YHG can access.
- 7.3..12 Your Housing Group have confirmed that of the required 7% provision, 40% will be affordable housing for intermediate rent (or an equivalent affordable tenure) and 60% will be for affordable housing for social rented (or an equivalent affordable tenure) and will comprise a mix of houses and apartments, as well as a range of unit sizes in line with the requirements of Policy H5.
- 7.3..13 At planning application stage, a S106 Tenure Plan will be submitted that will identify the 7% of properties that are to be secured as affordable properties via the S106 Agreement. This plan will also set out the tenure and size of those properties. Further negotiations will be undertaken at planning stage but the council may seek nomination rights in perpetuity.
- 7.3..14 The Section 106 Agreement would therefore control provision of the affordable housing required to comply with the Council's adopted affordable housing policy but would not control the additional affordable proposed by YHG for the site.
- 7.3..15 Space standards and residential amenity
- 7.3..16 CS policy H9 requires all new dwellings to comply with the identified minimum space standards so as to create a healthy living environment. Your Housing Group have confirmed that all units will conform with these space requirements.
- 7.3..17 Neighbourhoods for Living sets out that as a '*general guide private gardens for family homes should have a minimum 2/3 total gross floor area of the dwelling (excluding vehicular provision) where it is provided communally can reduce to 1/4 total gross floor area*'. The apartments benefit from access to the publicly accessible open space. The proposed houses will benefit from private external amenity space

comprised of gardens and roof terraces. All homes have a GFA of c.99 to 101sqm, so require c.66sqm of private amenity space. The proposed scheme provides private amenity space to each dwelling of between 47 and 104sqm, with the average private amenity space being 63sqm.

- 7.3..18 When considering private external amenity space alongside the substantial public green space that is being provided within the site, together with the transitional nature of the area in the context of high density of emerging proposals nearby there is considered to be an adequate provision of high quality amenity space for residents.
- 7.3..19 Neighbourhoods For Living SPD recommends 'Protected backs' where back gardens should reverse onto other back gardens and not onto publicly accessible spaces where the rear 'backs' of houses can easily be accessed for crime and vandalism. The current proposals provide access to the central properties via access ramps to the rear. To avoid a narrow passageway, larger courtyard style areas have been incorporated following an example which has worked well elsewhere (Goldsmith Street in Norwich).
- 7.3..20 The dwellings have been arranged so that the rear gardens provide a buffer to adjacent sites rather than through a specifically designed landscape buffer. Dwellings are located 8m from the southern boundary and 6m from the eastern boundary. This is considered an efficient use of space in this context although there will be less control regarding the retention of trees within private gardens than within designed public realm.
- 7.3..21 **Do Members support the proposed approach to private external amenity space?**

7.4 Accessibility and inclusion

- 7.4..1 CS policy H10 requires that 30% of the new homes should be accessible and adaptable dwellings (Building Regulations standard M4(2)) and 2% of homes should be adaptable to wheelchair user standards (M4(3)).
- 7.4..2 The developer has confirmed that apartments blocks provide one, two and three bed apartment types, including Part M4(2) and Part M4(3) compliant types and level access.
- 7.4..3 The policy requires that the mix of sizes, types and tenures of M4(2) and M4(3) dwellings should reflect the mix of sizes, types and tenures of the development as a whole as closely as possible. The developer has confirmed that the intention is for the development to comply with policy H10 subject to further detailed design being undertaken.
- 7.4..4 Alongside the Accessibility SPD, CS policies P10(vi) and T2 require that developments are accessible to all users. Due to the mitigation measures required due to the flood risk, access to the properties are achieved through the provision of ramps. External spaces will be accessible and respond to the needs of all users. Detailed landscape design should meet the standards set out in Approved Document Part M and British Standard (BS) 8300. The developer has confirmed the intention for the development to meet these standards.

7.5 Townscape and heritage considerations

- 7.5..1 In its current condition the existing site detracts from the wider townscape in a prominent location adjacent to the A65 and on a key gateway to the city centre. Similarly, it detracts from the setting of the Grade II listed Kirkstall viaduct.
- 7.5..2 Upon acquiring the site, YHG commissioned a structural safety report to establish the structural status of the former Thyssen Krupp boundary wall. The conclusions of the report led to the wall's safe demolition.
- 7.5..3 The proposed development presents a strong frontage to Kirkstall road with two apartment blocks, one four storey and the other five storey set behind widened pavements a landscaped area and tree planting. To the south of the site, there are three storey terraced townhouses and mews houses laid out along the eastern and southern boundaries of the site and a central block.
- 7.5..4 The architectural form picks up on the industrial heritage of the area through the design of the roof pattern and window placement. Preapplication discussions have largely focused on the layout of the development with detail design evolving in parallel.
- 7.5..5 A Yorkshire Water easement associated with a surface water culvert runs across the site, from north to south. Development is not permitted on the easement. On behalf of YHG, Eastwood Consulting Engineers (ECE) have therefore undertaken extensive investigation into the easement, to understand if it is still in use, or if it has been abandoned. On the previous application at the site (ref: 18/04695/OT), Yorkshire Water confirmed that "There is a sewer which crosses the site, but this is not operational and can therefore be formally abandoned". Furthermore, the developer's investigations have concluded that it is redundant. However, notwithstanding this, Yorkshire Water have not confirmed that the culvert can be abandoned and therefore the scheme has been designed around it which has had a significant impact on the layout the development and in particular the approach to car parking.
- 7.5..6 **Do Members support the proposed scale and form of development?**

7.6 Landscape and public realm

- 7.6..1 An avenue of trees is incorporated along Kirkstall Road and on part of the site that fronts Viaduct Road together with the potential for a landscaped green edge to the site. This will enhance the appearance, amenity and environment along the Kirkstall Road corridor. Generous tree planting is planned throughout the development together with a range of hard and soft landscaping.
- 7.6..2 The 2795sqm currently quoted is not all considered to be usable greenspace, rather the elements fronting Kirkstall Road are more accurately considered landscaping. Further discussion regarding greenspace provision in relation to CS policy G4 is to be undertaken at planning application stage.
- 7.6..3 Notwithstanding the above, the proposals include the provision of a substantial area of landscaped green space that will bring benefit to residents as well as the wider public whilst contributing to enhancing biodiversity and providing valuable habitat for wildlife. The location of this space, to the north of the site located to the south of the apartment blocks, has evolved through pre-application discussions and the detail design will evolve further once a landscape architect is appointed. Given the size and location of the space, it should provide useable, attractive and accessible

recreation space with the potential for varied planting and play features which is effectively screened from Kirkstall Road.

7.6.4 The layout of the site has been designed to minimise the amount of highway and to be pedestrian and cycle focused, with pavements and car free zones throughout. The layout also provides opportunity for the site to link to future development sites to the south and east, if and when they come forward, and it provides legible pedestrian routes into and out of the site from Kirkstall Road.

7.6.5 **Do Members consider that the emerging approach to landscape and public realm is acceptable?**

7.7 Transportation and connectivity

7.7.1 The proposed development is located on a previously developed site in a sustainable location which is well connected and well served by public transport.

7.7.2 As part of the proposals, YHG will enter into a S278 Agreement to widen the existing footways adjacent to the site to provide a 4m footway on Kirkstall Road and Viaduct Road, and to also reinstate the existing redundant access points to full footway height. These works are benefits of the proposal that will assist in the overall improvement and accessibility of the surrounding area and Kirkstall Road corridor. Highway Services also wish to explore the potential for providing a cycle route connection between the south west corner of the site and Viaduct Road.

7.7.3 Vehicular access in and out of the site is taken from the existing access from Viaduct Road to the west, which will be shared with the existing apartment block. The details of vehicle turning arrangements at the end of the proposed cul-de-sac street arrangements will need to be agreed with Highway Services.

7.7.4 78 car parking spaces are proposed to be provided via a dedicated parking area to the south west of the site, as well as under croft for the larger apartment block and eastern terrace, and via a layby arrangement to the southern terrace of houses. The parking provision will include accessible spaces. The level of parking equates to a 60% provision. Whilst the level of provision is likely to be considered acceptable in this sustainable location (subject to no adverse impacts on the highway being demonstrated at formal application stage), the arrangement for an on-street layby to the southern terraces still needs to be agreed with Highway Services.

7.7.5 YHG have proposed to provide Electric Vehicle Charging Points (EVCP) on circa 50% of the parking spaces and have stated that the remaining bays will be provided with passive EVCP infrastructure (cable enabled), which would allow the installation of charging points in the future in line with the required demand. Whilst Highway Services are willing to consider a phased provision (as has been accepted elsewhere) they would want to see a defined timeline for 100% provision of EVCP in order to comply with policy EN8 of the Core Strategy.

7.7.6 High quality, secure cycle and motorcycle parking is to be provided in line with the Council's draft Transport SPD (March 2022).

7.7.7 A Car Club space is to be provided for residents, which will be secured via a Travel Plan to be submitted and approved as part of the forthcoming planning application.

7.7..8 Subject to fully addressing Highway Services comments, do Members support the approach to car parking including the phased provision of Electric Vehicle Charging Points?

7.8 Sustainability and Climate Change

7.8..1 The CS sustainable development policies are designed so that new development contributes to carbon reduction targets and incorporates measures to address climate change concerns following the Council's declaration of a climate emergency in 2019. Policy EN1 is flexible, allowing developers to choose the most appropriate and cost-effective carbon reduction solution for their site. Major developments also need to meet the BREEAM Excellent standard if feasible (EN2).

7.8..2 It is intended that the development will accord with CS policies, the range of strategies and measures to achieve this is to be provided at detailed planning stage.

7.9 Conclusion

7.9..1 The emerging proposals offer a significant potential to regenerate a prominently located brownfield City Centre site which has been vacant and underutilised for a number of years. The site is within Floodrisk Zone 3 albeit will benefit from FAS phase 2 once complete and the applicant will need to undertake a sequential test and exception test. Subject to passing a floodrisk sequential test and exception test the development would deliver a significant number of affordable new homes in a high quality well designed mid density development. The development also offers the opportunity to provide new public realm and greenspace and facilitates pedestrian routes and future access through the site.

7.9..2 Members are asked to note the contents of the report and the presentation, and are invited to provide feedback, in particular, on the issues outlined below:

Do Members endorse the approach to mitigating flood risk within the development? (7.2..5)

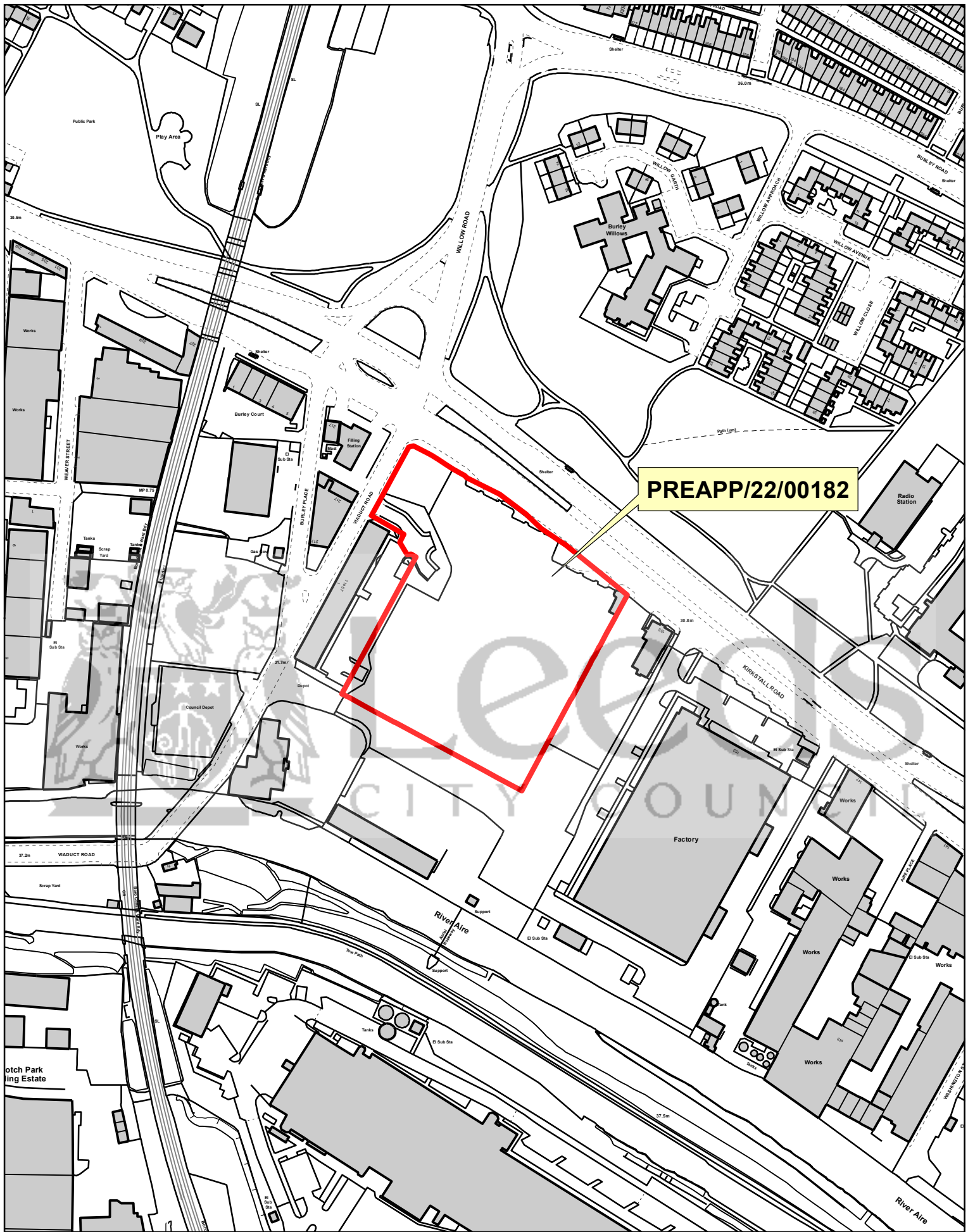
Do Members support the approach to housing mix? (7.3.8)

Do Members support the proposed approach to private external amenity space? (7.3..21)

Do Members support the proposed scale and form of development? (7.5..6)

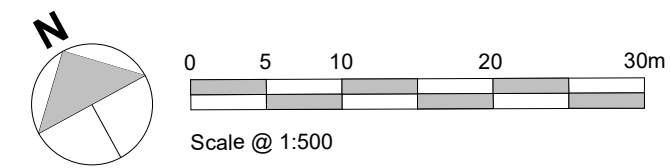
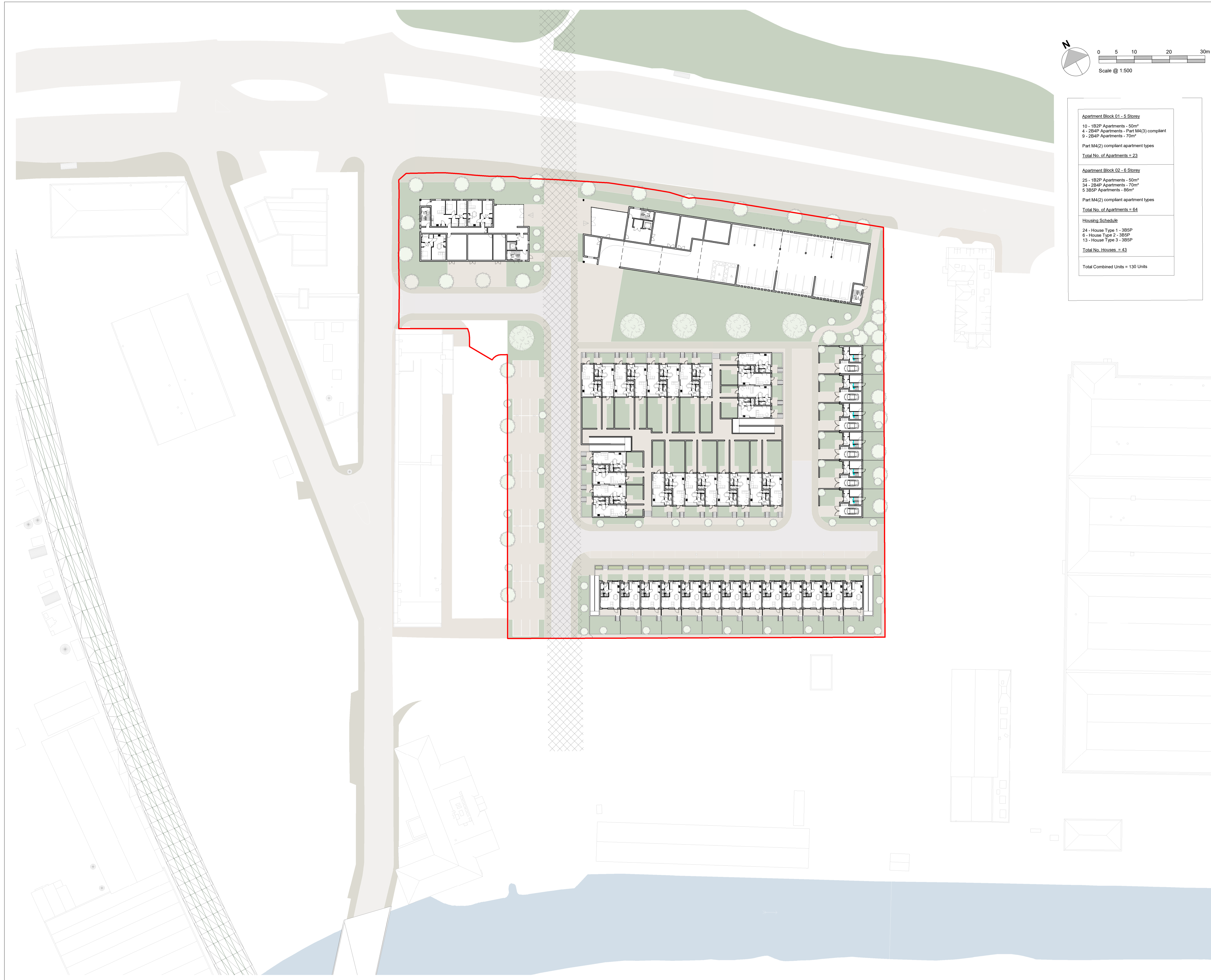
Do Members consider that the emerging approach to landscape and public realm is acceptable? (7.6..5)

**Subject to fully addressing Highway Services comments, do Members support the approach to car parking including the phased provision of Electric Vehicle Charging Points?
(7.7..8)**



CITY PLANS PANEL





Apartment Block 01 - 5 Storey 10 - 1B2P Apartments - 50m ² 4 - 2B4P Apartments - Part M4(3) compliant 9 - 2B4P Apartments - 70m ² Part M4(2) compliant apartment types Total No. of Apartments = 23
Apartment Block 02 - 6 Storey 25 - 1B2P Apartments - 50m ² 34 - 2B4P Apartments - 70m ² 5 3B5P Apartments - 86m ² Part M4(2) compliant apartment types Total No. of Apartments = 64
Housing Schedule 24 - House Type 1 - 3B5P 6 - House Type 2 - 3B5P 13 - House Type 3 - 3B5P Total No. Houses = 43 Total Combined Units = 130 Units

NOTES

- All dimensions and levels are to be checked on site.
 - Any discrepancies are to be reported to the architect before any work commences
 - This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
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11529-AEW-00-XX-M3-A-0002

CDM 2015

Client notified of duties:
Principal Designer:
Unless noted below, all known hazards have been highlighted on the drawing:

P03	11/08/22	Revised Site Plan Layout	DS	BR
P02	10/05/22	Schedule of accommodation revised	JFS	BR
P01	06/05/22	Issued For Pre-App	DS	BR
Rev	Date	Description	Drawn by	Checked By
Status	Purpose of Issue			
S2	Pre-App			

drawing stage **Concept Stage**
client

Your Housing Group

project

177 - Kirkstall Road

drawing title

Proposed Site Plan - Ground Floor

date	06/05/22	drawn	DS
scale @ A1	1 : 500	checked	BR