

CITY PLANS PANEL

THURSDAY, 23RD FEBRUARY, 2023

PRESENT: Councillor J McKenna in the Chair

Councillors D Blackburn, K Brooks,
C Campbell, P Carlill, D Cohen,
A Garthwaite, P Wadsworth, A Khan,
A Maloney and S Hamilton

SITE VISITS: Councillors C Campbell, S Hamilton and A Khan

69 Appeals Against Refusal of Inspection of Documents

There were no appeals.

70 Exempt Information - Possible Exclusion of Press and Public

There was no exempt information on the Agenda.

71 Late Items

There were no late items.

72 Declaration of Interests

There were no declarations.

73 Apologies for Absence

Apologies for absence were submitted on behalf of Councillor C Gruen.
Councillor S Hamilton was in attendance as substitute.

74 Minutes - 1 December 2022

RESOLVED – That the minutes of the meeting held on 1 December 2022 be confirmed as a correct record.

75 Application 22/04400/FU - Land at South of Sweet Street, Leeds

The applicant had requested that the application be deferred to a following meeting as there had been some late issues that had arisen.

RESOLVED – That the application be deferred to a future meeting of City Plans Panel.

76 Application 22/02505/FU -former Arla Foods Site, 87-91 Kirkstall Road, Leeds

Minutes approved at the meeting
held on Thursday, 23rd March, 2023

The report of the Chief Planning Officer presented an application for the demolition of existing buildings and structures; construction of 618 residential dwellings (C3) and flexible commercial space (E and F1); associated refuse and plan infrastructure, landscaping, new public realm and open space at the former Arla Foods site, Kirkstall Road, 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.

The application had been deferred at the meeting of City Plans Panel on 3 November 2022 to allow further consideration to the following:

- Housing Mix (proportion of 3 bedroom properties)
- Provision of balconies.
- Matters around bio-diversity net gain.
- Provision of greenspace.
- Proposed level of affordable housing.

The following was highlighted in relation to the application:

- There would be 618 buy to rent apartments in five blocks with additional ancillary and commercial use space.
- There would be 226 parking spaces.
- There had been a viability appraisal which limited the affordable housing provision and other Section 106 contributions.
- The development would provide a high density residential scheme with open spaces and pedestrian through routes. There would be a riverside park and walkway connections to other developments.
- There had been a proposed increase in affordable housing to 31 units which was still short of policy requirements but a significant improvement of what was previously proposed. All other Section 06 contributions would be met with the exception of off-site greenspace.
- Housing mix – it was not viable to increase the number of 3 bedroom apartments but this was felt acceptable within the character of the location.
- There would be an increase in the number of apartments with balconies. There would be an additional 27 balconies and the provision of 4 roof terraces.
- There would be a bio-diversity net gain of 78% and there was a condition agreed with the Environment Agency to ensure targets would be achieved.
- The greenspace provision would create a sense of community with play spaces. The riverside park would cover 25% of the site with additional landscaped area.
- There had been improvements to the provision of affordable housing and balconies and an improvement in the biodiversity net gain. The proposals would see the re-use of an old industrial site and the application was recommended for approval.

In response to questions from the Panel, discussion included the following:

- There would be elements of formal and informal play areas in the open spaces. The applicant was willing to work with officers and Ward Members with regards to the finer details. Different types of play equipment were discussed and the applicant was willing for this to be addressed through conditions to the application.
- The site would be fully maintained by a management company and this would include all public open spaces.
- The wall between the site and the river was part of the flood alleviation scheme. There would be pedestrian access to the riverside. The applicant's ownership was up to the boundary wall.
- There would be conditions through this and other applications to develop and maintain the riverside walk.
- It was proposed to do the development in one overall phase and it was hoped to commence work later this year.
- It was proposed to use Copenhagen style road crossings which would emphasise the priority of pedestrians and cyclists where appropriate.
- There would be crossing upgrades and improvements on routes to Burley Road towards primary schools.
- Rents for affordable housing would reflect those of the existing market and be at 80% of market rates. Further detail had been included in the District Valuer report.
- There would be provision of water safety equipment as part of the public realm works.

Members comments included the following:

- The significant improvement in affordable housing was welcomed even though it still not policy compliant.
- The additional balconies would improve the development.
- Could there be further involvement of Ward Members with regards to outstanding issues and conditions to the application?
- Concern regarding the rental cost of the properties.
- The need for inclusive play equipment for disabled children.
- Concern that there was not enough greenspace on site.
- This would be a good quality development which would blend in with other new developments in the area.
- Accessibility was important.

RESOLVED – That the application be approved in principle and the final decision be deferred and delegated to the Chief Planning Officer subject to the conditions outlined in Appendix 1 (and such other conditions or amendments he may consider appropriate) and following the completion of a Section 106 agreement to secure the following:

- Public Access Rights and maintenance of public areas.

- Employment & Skills co-operation/initiatives
- Sustainable Travel Fund £158,053.50
- Bus Shelter £20,000
- Off-site Highways contribution £197,000
- Travel Plan Monitoring Fee £6,875
- Legible Leeds Wayfinder contribution £10,000
- Affordable Housing on site provision (31 units)
- Education Contribution £162,510.31

Together with such other and ancillary clause as the Chief Legal Officer shall consider appropriate and with due regard to viability considerations as outlined in section 8.55 of the report.

77 Application 22/04895/FU - former Yorkshire Post Site, Wellington

The report of the Chief Planning Officer presented an application for the construction of new buildings for residential (C3), purpose built student accommodation (Sui Generis) and commercial uses (Class E), landscaping, servicing, internal access road, car parking, modifications to highways access, site clearance and associated works.

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

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

- The proposals consisted of three tall buildings and associated public realm to create a residential development.
- This was a key brownfield site and gateway location into the city.
- Landscaping would include the provision of a micro forest on site and there would be the addition of two public art columns that would also act as wind mitigation features.
- Provision of a riverside walkway and widening of the public square.
- Building A would be for student accommodation would be 13 to 42 storey high. CGI images were displayed along with internal layouts. Materials would include metallic panels.
- Building B would be for student accommodation and would be mainly of a terracotta brick finish with Portland stone. The building would be from 13 to 32 storeys. Floor layouts were displayed.
- Building C would be build to rent apartments and would be 25 storeys. There would be roof top terraces and a commercial unit at ground floor level.
- Housing mix within Building C was 47% 1 Bedroom units with 45% 2 bedroom units. This was consistent with other build to rent units. Some of the 2 bedroom units could be converted to 3 bedroom units and a model was available to demonstrate how this could be achieved.
- Samples of the building materials were available for Members to inspect.
- Views of the site from other locations across the city.

- Separation distances between the buildings.
- Pedestrian access and connectivity through the site and to other sites.
- Landscaping proposals and use of open space. There would be an area dedicated to play.
- The development would essentially be car free and there would be provision for cycle storage.
- The existing clock tower would be demolished but it was proposed to retain the clock tower head and locate this on one of the two new columns that would be created.

In response to questions from the Panel, discussion included the following:

- The wind impact assessment had been a key part of the design and layout. Rigorous modelling had been carried out and there were various mitigation measures within the proposals.
- There would be space for a medical facility within the development. Health partners had been consulted but there had not been any request for space for medical provision.
- The cycle space provision was lower than recommended but there was room for expansion if there was the demand.
- There was no on-site parking and car use would not be encouraged. There would be two lay-bys for deliveries and pick up and drop off points. The applicant would be willing to include a clause to restrict student car ownership.
- The applicant's area of land ownership ended at the wall by the river. The Environment Agency and other stakeholders would be consulted regarding any works that were necessary as part of the riverside path.
- The Panel was informed that the clock tower was in a poor condition and due to wind mitigation would have to be demolished. It was reported that the head of the clock tower could possibly be refurbished and repositioned on one of the new towers that would be constructed as part of the development. This would be included in a condition to the application. Members were also asked to consider restricting the use of any refurbished tower head for advertising. The proposed location for the refurbished or replacement clock would still be in a prominent position on the site.
- There would not be any significant overshadowing to other sites including City Island. Separation distances between buildings would be greater than those expected in a city centre environment.
- An off site contribution would be made for affordable housing. This was in accordance with policy requirements.
- Concern regarding noise from the ring road. Noise levels would be acceptable internally and appropriate glazing would be used along with mechanical ventilation. Landscaping and the buildings would provide noise mitigation for external areas.
- Consultation had been undertaken with West Yorkshire Police regarding security at the site. There would be conditions for CCTV and lighting.

- There would be conditions regarding the provision of play equipment and the applicant was open to Member's views regarding the kind of equipment to be installed including the provision for disabled children.

In response to comments from the Panel, discussion included the following:

- It would be preferable to relocate the clock tower head to the taller structure which would be more prominent. The favoured option would be to retain the clock tower head and restore to as close as its current appearance so as not to lose its authenticity.
- There was a consensus that advertising on the clock tower head should not be a feature.
- Concern that there was a lack of medical facilities for the ever increasing city centre population.
- There would be further consideration of the need for 3 bedroom apartments through the development of the Local Plan.
- Concern that some of the open space and greenspace would not be usable.
- The need for sensory play and play equipment for disabled children.

RESOLVED – That the application be deferred to the Chief Planning Officer for approval subject to the resolution of highways matters concerning vehicle tracking, the specified conditions set out in Appendix 2 (and any amendment to these and additions of others which he might consider appropriate) and the completion of a Section 106 agreement to include the following obligations:

- Leeds City Council Travel Plan Review fee of £16,957
- Provision of Leeds City Council Car Club provider parking spaces x2
- Provision of a Residential Travel Plan Fund of £89,001
- Offsite affordable housing commuted sum of £3,193,985 (This sum will be subject to independent valuer verification)
- Offsite Greenspace contribution commuted sum (£184,934.73)
- Contribution towards West Street highway Improvement Scheme (£262,721)
- Wayfinding Contribution (£12,000)
- Provision for TRO amendments
- Maintenance of the internal road
- Control of student occupancy and retention of public accessibility through the site
- Section 106 management fee

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

(Although it was intended that the entire meeting would be live streamed on YouTube the live stream stopped while this application was being discussed by Panel and could not be restored. Following legal advice that the meeting

could go ahead in accordance with the Council's constitution, the meeting continued.)

78 Date and Time of Next Meeting

Thursday, 23 March 2023 at 1.30 p.m.