

CITY PLANS PANEL

THURSDAY, 2ND NOVEMBER, 2017

PRESENT: Councillor J McKenna in the Chair

Councillors P Gruen, D Blackburn, G Latty,
T Leadley, N Walshaw, C Campbell,
A Khan, C Macniven and E Nash

Member's site visits were held in connection with the following proposals:
Application No. 17/02666/FU – Land at 16-18 Manor Road, Leeds 11 and
PREAPP/17/00517 – Former Doncaster Monkbridge Site, Whitehall Road,
Leeds 12 and was attended by the following Councillors: J McKenna, P
Gruen, C Macniven, E Nash, C Campbell, T Leadley and D Blackburn

64 Appeals Against Refusal of Inspection of Documents

There were no appeals against the refusal of inspection of documents.

65 Exempt Information - Possible Exclusion of Press and Public

There were no items identified where it was considered necessary to exclude the press or public from the meeting due to the nature of the business to be considered.

66 Late Items

There were no late items.

67 Declarations of Disclosable Pecuniary Interests

There were no declarations of any disclosable pecuniary interests made at the meeting.

68 Apologies for Absence

Apologies for absence were received from Councillors: A Garthwaite and B Selby

69 Minutes of the Previous Meeting

The Minutes of the previous meeting held on 12th October 2017 were submitted for consideration and approval.

RESOLVED – That the minutes of the previous meeting held on 12th October 2017 were accepted as a true and correct record.

70 Matters Arising

Former Tetley Brewery Site, Hunslet Road, Leeds 10 (Minute No. 59 referred)
– Councillor Gruen enquired whether there had been any progress in the discussions with Highways England about the highway implications for the area.

In responding the Chief Planning Officer confirmed that discussions were ongoing with Highways England and also with the Department for Transport. Members were informed that discussions were not just concentrating on this site but at a strategic level looking at the general infrastructure requirements.

Councillor Nash expressed concern at the height of the proposed blocks (40 storey's) suggesting that tall buildings cast long shadows. Could the principle of the development be re-visited. Councillor Nash also sought clarification around the construction of the City Park, querying if the park would be delivered at the end of the construction process.

In responding the Area Planning Manager said there was a range of potential heights for the proposed blocks agreed at outline stage, 39 storey's was the maximum. The actual height of the buildings would be subject to a reserved matters application which would be informed by detailed considerations such as further analysis of the wind impact.

In respect of the construction of the City Park, officers confirmed that this would be included in Phase 1 of the development.

The Chair reminded Members that arrangements had been made to visit the developer's scheme in London which would provide Members with a greater understanding of the developers approach to future reserved matters phases.

71 Application No.17/02666/FU - Ten storey block of 101 apartments with ground floor residents lounge, cinema room, gym and cycle storage room at 16-18 Manor Road, Holbeck, Leeds LS11 9AH

The Chief Planning Officer submitted a report which set out details of an application for a ten storey block of 101 apartments with ground floor resident's lounge, cinema room, gym and cycle storage room at 16-18 Manor Road, Holbeck, Leeds, LS11 9AH.

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

The Planning Case Officer addressed the Panel, speaking in detail about the proposal and highlighted the following:

- The site is currently an unsightly, longstanding cleared vacant brownfield site (0.1 hectare) in the Holbeck Urban Village area of Leeds South Bank, in the designated City Centre. The site is on the south side of Manor Road at the junction with David Street. The immediate surrounding context includes Manor Mills an 8-9 storey

residential development to the east, a single storey telecommunications centre (with permission for office use) to the west, and a single storey warehouse to the south. The wider context includes the Dandara residential development, approved at Plans Panel in 2015, and now under construction, and the 8 storey offices at The Mint on Sweet Street. Opposite the site to the east of David Street are 3 storey beige brick offices, and to the west are the single storey industrial units at Leodis Court. The Grade I listed Temple Works, a former flax spinning mill in the Egyptian revival style, lies at the western end of Manor Road at the junction with Marshall Street, which is also the eastern edge of the Holbeck Conservation Area. The immediate surrounding area offers a wide variety of architectural styles and materials including red brick, light and dark brown brick, render, glazed balconies, copper cladding, and natural stone.

- There is an existing pedestrian route to the west of the site, this is in the ownership of the adjoining landowner. This is not public highway, but it is a claimed Public Right of Way.
- The site lies in flood risk zone 2.
- The proposal is for 101 flats, made up of 21 studio flats, 56 one-bed flats, 20 two-bed flats and 4 three-bed flats. These would be made available to the Private Rented Sector (PRS). No car parking is proposed as part of the scheme. The building would be 10 storeys, including the top 2 storeys set back to create a roof terrace. The architectural concept for the building is a folded sculptural metal form, finished in bronze cladding, with balconies and screens created by the folds in the façade. The former use of the site was a metal fabrication business.
- In terms of dwelling size, the following flat sizes would be provided:
 - Studio flat 31sqm
 - One-bed flat 39sqm or 41sqm
 - Two-bed flat 63sqm
 - Three-bed flat 74sqm
- At ground floor, the entrance to the flats would be on the Manor Road frontage at the western end of the building. The proposal would also include a new pedestrian/cycle link between Manor Road and Siddall Street under an over-sailing part of the building. This would create a direct link between David Street and Sweet Street. The route would be activated by a resident's gym, and would be lit and covered by CCTV. The majority of the route would be overlooked by flats at Manor Mills. The proposal would provide additional natural surveillance from the building entrance close to the corner of the building, and from upper floors over the existing indirect pedestrian route that runs to the west of the site.

- Further work on the wind impact of the proposal had highlighted that there was a potential for windy conditions at the NW corner of the building close to the proposed entrance. To mitigate this impact it is proposed to re-arrange the stepped approach and provide screens either side of the entrance. This approach is considered acceptable by the Council's wind consultant and details of the mitigation measures would be controlled by planning condition.
- Historic England had confirmed that they did not object to the proposal but had commented that the height of the proposed building would be greater than the adjacent Manor Mill building. In response the proposed building would be one storey taller than Manor Mill but would have its top two floors set back so that visually it would appear compatible with the scale of Manor Mills. The building would also be 6 metres lower than The Mint (which also forms part of this City block), which has less storeys but greater floor to ceiling heights due to its office use.

In response to Members questions, the following issues were discussed:

- With regard to the existing pedestrian route to the west of the site (Not a public highway, but claimed as a Public Right of Way) would the applicant fund the process to formally designate this route as a public right of way
- In respect of affordable housing provision, had a Housing Association to manage the affordable flats been identified
- Further clarification was sought on the disabled access arrangements
- Could the existing London Plain tree be retained
- Could the strip of land to the western side of the development be landscaped
- The scheme proposed no parking spaces, could LCC officers clarify the justification for this approach
- Had funding for the development been secured
- What was the timescale for beginning of work on site
- Was it considered the bin storage area was adequate
- Did the accommodation meet the Nationally Described Housing Standards
- Could sample materials be provided

In responding to the issues raised, the Planning Case Officer together with the applicant's representative provided the following responses:

- The applicant confirmed that they would consider funding the designation of the existing pedestrian route to the west of the site as a public right of way, however the land was not under their control and assistance from the city council would be required on the process to be followed.

- The applicant confirmed that a Housing Association had been identified and discussion with the company were currently ongoing to deliver the affordable units on-site
- In terms of the disabled access arrangements, it was confirmed that an access ramp would be provided to allow access up to the entrance
- Officers confirmed that the London Plain tree was to be retained
- Officers confirmed that the strip of land to the western side of the development was under the ownership of the city council and it was proposed to landscape this.
- The applicant said the residential accommodation was targeted at residents between the ages of 18 – 35 years old who worked and lived in the city centre. Referring to the car parking provision census data for 2011, Highway Officers said that car ownership in the city centre was an average of 30% and suggested that given the short distance to the city centre, this was a good location for a zero parking scheme
- The applicant confirmed that as yet the development was not 100% funded but it was hoped this would be achieved by Christmas 2017
- Members were informed that the proposed timescale for work beginning on site was by May 2018
- The applicant was of the view that the bin storage area was adequate
- Members were informed that the accommodation would meet the Nationally Described Housing Standards (Paragraph 2.2 of the submitted report referred)
- It was acknowledged that the provision of sample materials would be covered by condition

(Referring to car park provision within the city centre, the Chair said the applicant had made reference to unused car parking spaces within residential developments which are currently rented out to commuters. The Chair enquired whether further information could be provided on this issue by Council Officers)

In offering comments Members raised the following issues:

- Members welcomed the proposal commenting that the development made a real statement, it was an attractive building and was a high quality design
- The inclusion of a maintenance strategy was required
- Members emphasised the need for sample materials to be provided
- Future requests for parking permits should be resisted (with the exception of disabled visitor parking)

In summing up the Chair thanked the Developers for their attendance commenting that this was an impressive development and Members appeared to be supportive of the application.

RESOLVED – That the application be deferred and delegated to the Chief Planning Officer for approval subject to the satisfactory resolution of potential wind impact, and subject to the conditions specified in Appendix 1 of the

submitted report (and any others which he might consider appropriate) and the completion of a Section 106 agreement to include the following obligations:

- 5% Affordable housing to be provided in accordance with details at section 10.8 of the submitted report
- Sustainable travel fund £14,803
- Car club contribution £10,000
- Amendments to traffic regulation order to replace 3 pay and display bays to accommodate loading and car club £7,500
- Revenue compensation for loss of 3 pay and display bays £18,000
- Travel plan monitoring fee £2505
- Public access through the site
- Cooperation with local jobs and skills initiatives
- Management fee £3000

In the event of the Section 106 not having 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.

72 PREAPP17/00517 - Pre-Application Presentation for residential development, associated facilities with linked podium At Doncaster Monk Bridge Whitehall Road, Lower Wortley Leeds LS12 1BE

The Chief Planning Officer submitted a report which sets out details of a pre-application proposal for residential development, associated facilities with linked podium at Doncaster Monk Bridge, Whitehall Road, Lower Wortley, Leeds, LS12 1BE.

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

The applicant's representatives addressed the Panel, speaking in detail about the proposal and highlighted the following:

- The site is located to the southwest of the commercial core of the city centre but within the defined city centre boundary. The Leeds Liverpool Canal is to the east of the site with the working railway line to the west. There is a mix of residential, commercial and industrial activities in the surrounding area.
- The area is surrounded by a mixture of residential apartment blocks, the river and the canal, cleared land and office developments along Whitehall Road. The general theme of architecture along Whitehall Road is modern and contemporary, aside from the historic viaduct.
- The site is currently unallocated within the designated City Centre in the saved Unitary Development Plan Review Proposals Map. Within

the emerging Local Development Framework Site Allocations plan, the Doncaster Monkbridge site is identified as a mixed use site (MX1-11).

- The site lies in flood risk zone 2 (medium probability).
- The proposal is for 2 blocks of residential development consisting of 17 and 21 stories set either side of a raised area of shared landscaped private amenity space. The development would total 463 residential apartments which would be specifically built for rental purposes (Private Rented Scheme or 'PRS'). The development would be retained by the applicant and managed by a Specialist Provider. The apartments have a main pedestrian entrance set on the south side of the development.
- The proposal includes parking space for 132 cars at ground and basement levels as well as ancillary gym, cycle storage space and concierge space.
- The buildings would be surrounded by an area of landscaped public realm with tree planting, seating and grassed / planted areas.
- The accommodation would consist of the following:
 - 79 x Studios (17%)
 - 151 x 1-bedroom apartments (33%)
 - 210 x 2-bedroom apartments (45%)
 - 23 x 3-bedroom apartments (5%)
- The blocks would be identical in external materials and appearance aside from the height difference. This would consist of a brick structure with recessed windows creating shadow lines and a grid pattern. The roof tops would be flat with the addition of two terrace gardens to the southern section of the top floor. These are communal spaces available to residents to book / hire sporadically throughout the year.
- The style of the architecture has emphasis on verticality with horizontal banding. The entrances at ground floor level will be of double height, like that seen on the proposals elsewhere within the built and approved office buildings within the site.
- Parking space is available within the ground floor and basement via ramped access provision which is reached through the southern side in between the two blocks and underneath the central landscaped (private) first floor level amenity space.
- The applicant is proposing a total of 464 cycle parking spaces (one cycle space to each apartment) in a communal facility at ground level. A communal gym space is available to all residents at this level. The level of parking space (132 spaces including 16 disabled and 14

electric) amounts to 28.5% of the total number of apartments. There are also 15 motorcycle spaces proposed.

- The amenity space is mainly hard surfacing treatment – decking, walkways, benches with some soft planting in raised planters and trees secured through tree pit design, to give some shading and softening within the surroundings.
- Externally landscaped designs include new benches and further trees. This would be part of the wider public realm and connects with the proposed hard surfacing set in front of the listed viaduct and commercial units expected as part of the Foundation development to the north side of the Doncaster Monkbridge site.

In response to Members questions, the following were raised:

- One Member expressed concern about the use of brick suggesting it could look boring above a certain height, could more 21st Century materials be considered
- The proximity to the railway line made this a very noisy area, were there any noise mitigation measures
- The garden areas and the shared lounge, were these controlled spaces
- Further details of the height, size and shape of the building and how it fitted in with neighbouring properties was required, could 3D imagery or modelling capabilities be provided
- Could key views be provided in CGI format
- Would the development include any energy conservation measures
- What was the total number of residential units for the wider former Doncaster Monkbridge site
- Was there any affordable housing provision for the scheme

In responding to the issues raised, the applicant's representatives said:

- The use of brick had been chosen because it was a high quality, low maintenance material.
- Members were informed that distances would be kept at a maximum and extra sound insulation/ protection measures would be provided such as mechanical ventilation which avoided the need to open windows
- The garden areas and shared lounge was a managed space, for residents only, the intention was to create a community
- On the issue of 3D imagery or modelling capabilities, the Chief Planning Officer said work was ongoing and there was an intention to deliver such capabilities in the not too distant future
- The Chief Planning Officer said that the ability to provide key views in CGI format would be beneficial but further consideration/ investment would be required

- The applicant confirmed that combined heat and power (CHP) would be delivered as part of the scheme
- Officers confirmed that 1070 residential units would be provided for the whole of the former Doncaster Monkbridge site.
- It was confirmed the 5% affordable housing provision would be provided directly on site together with a local lettings agreement

In offering comments Members raised the following issues:

- Members emphasised the need that a high quality public open space scheme be provided
- The majority of Members were supportive of the use of brick
- Members welcomed the proposed design of the building

In drawing the discussion to a conclusion Members provided the following feedback;

- Members were of the view that the scale of the proposed new buildings and their relationship with the surrounding context was acceptable
- Members were of the view that the mix of apartment sizes was acceptable
- Members accepted that the space within the apartments offered sufficient levels of amenity for future occupiers
- Members welcomed the approach to the affordable housing provision
- Members were of the view that the proposed level of parking provision was acceptable

In summing up the Chair said Members were supportive of the proposal and welcomed the submission of a formal application

RESOLVED –

- (i) To note the details contained in the pre-application presentation
- (ii) That the developers be thanked for their attendance and presentation

73 Date and Time of Next Meeting

RESOLVED – To note that the next meeting will take place on Thursday 23rd November 2017 at 1.30pm in the Civic Hall, Leeds.