

CITY PLANS PANEL

THURSDAY, 23RD NOVEMBER, 2017

PRESENT: Councillor J McKenna in the Chair

Councillors P Gruen, R Procter,
D Blackburn, T Leadley, N Walshaw,
C Campbell, A Khan, A Garthwaite,
B Selby, E Nash, S Hamilton and
B Anderson

Member's site visits were held in connection with the following proposals:
Application No. 17/04351/LA – East Leeds Orbital Road, Viewing a material sample in respect of student accommodation at Woodhouse Square (Minute No.152 of the meeting held on 6th April 2017), PREAPP/16/00483 – Podium Building, Merrion Way, Leeds2 and PREAPP/17/00489 – Portland Crescent, Leeds1 and was attended by the following Councillors: J McKenna, A Garthwaite, P Gruen, A Khan, E Nash, C Campbell, T Leadley, and D Blackburn

74 Appeals Against Refusal of Inspection of Documents

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

75 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.

76 Late Items

There were no late items.

77 Declarations of Disclosable Pecuniary Interests

Although not a pecuniary interest Councillor A Khan required it to be recorded that he had a prior involvement in agenda item No. 10, mixed use development to land off Flax Place, Richmond Street and Marsh Lane, Leeds 9, having already participated in meetings about this scheme, as such he would not take part in the debate or voting thereon. (Minute No. 83 refers)

78 Apologies for Absence

Apologies for absence were received from Councillors: G Latty and C Macniven.

Councillors: B Anderson and S Hamilton were in attendance at substitutes.

79 Minutes of the Previous Meeting

The Minutes of the previous meeting held on 2nd November 2017 were submitted for consideration and approval.

RESOLVED – That the minutes of the previous meeting held on 2nd November 2017 were accepted as a true and correct record.

80 Matters Arising

Former Tetley Brewery Site, Hunslet Road, Leeds 10 (Minute Nos. 59 & 70 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 arrangements were in place to meet with Highways England and the Department for Transport but as yet the meeting had not taken place.

The Central Area Team Leader advised that City Plans Panel had inspected and agreed the proposed brickwork, artstone cill detailing and metal roof cladding for the proposed student housing development at Woodhouse Square at the morning site visit.

81 **Application No. 17/04351/LA - Construction of a dual carriageway orbital route incorporating new roundabouts, cycle and pedestrian bridges; underpass and overbridge; laying out of country park on land between Ring Road Shadwell and Thorpe Park.**

With reference to the meeting of 12th October 2017 when Panel received a position statement in respect of the above application. The report by the Chief Planning Officer sought the views of Members on a number of different aspects of the proposed development.

The issues raised and the responses to those issues are now set out in the report before Members today.

The Planning Case Officer reported the receipt of an additional letter of support from the Leeds Local Access Forum, who already having put on record their support for ELOR, wished to advise that the Forum also gave its full support to the proposed Elmete Greenway. It was also reported that 4 additional representations had been received raising a number of concerns as referred to in the main report. A request that the application be referred to the Secretary of State for the Environment were also repeated. Local Ward Councillor Janette Walker had also objected to the scheme and her comments were referred to in Paragraph 7.3 of the submitted report, but also queried if the road was needed now, bearing in mind the Council was revisiting housing provision more generally. It was further reported that all statutory consultees had also provided responses and no longer objected.

Site photographs and plans were displayed and referred to throughout the discussion of the application, a “fly through” was also viewed by Members

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

- The application is for the East Leeds Orbital Road (ELOR), a two lane dual carriageway 7km in length, connecting the A6120 (Outer Ring Road Shadwell) in the north to Manston Lane in the south where it will connect to the Manston Lane Link Road (MLLR) which is to be delivered as part of the Thorpe Park development. The proposed dual carriageway will comprise two 7.3m wide carriageways with a 3.5m wide verge on both sides and a maximum 4.5m wide central reservation. Lighting is to be provided at the junctions with low level lighting along the segregated pedestrian and cycle route on the southern and western side. The proposed dual carriageway includes five new roundabouts at the A6120, A58, Skeltons Lane, the A64 and Barwick Road. Five new crossing facilities are also proposed:
 - Red Hall Bridge
 - Country Park Underpass
 - Wood Lane/Middle Quadrant Bridge
 - Southern Quadrant Bridge
 - Cock Beck Overbridge
- Along the southern and western edge of the ELOR a 2.5m wide cycleway and 2m footway is to be provided along the length of the carriageway. A 2m high screening bund is to be provided to separate the carriageway from the cycle and pedestrian routes. Along the majority of the ELOR north and eastern boundaries a leisure route/bridleway comprising a rolled stone surface is to be provided for walking, cycling and horse-riding. The leisure route will connect to the existing Public Right Of Way network. The leisure route would be separated from the ELOR by mixed shrub and woodland planting.
- As part of the ELOR proposals, a 9.8ha country park is also to be provided on the land north of the A64 (York Road) and will be to the east of the ELOR. The country park underpass will provide access from the west with the park providing green infrastructure to the road itself and also significant local recreational space for existing and future residents. The country park is also intrinsic to the drainage proposals for ELOR as a series of SuDS features are proposed. ELOR itself is to be set within extensive landscaping to enhance the existing environment and retain existing trees and vegetation where possible. New habitats are proposed including wildlife corridors and planting. Five ponds are proposed along the route and a wet woodland habitat adjacent to Cock Beck.
- The proposed scheme can be divided into four main sections:
 - Red Hall – between the proposed A6120 roundabout and the proposed A58 roundabout

- Northern Quadrant – between the proposed A58 roundabout and proposed A64 roundabout
 - Middle Quadrant – between the A64 roundabout and the new Barwick Roundabout
 - Southern Quadrant – between the new Barwick Road roundabout and the tie in to the Manston Lane Link Road
- In addition to the ELOR there are further transport improvements proposed including:
 - Outer Ring Road Junction improvements: Improvements to four junctions on the A6120 (Roundhay Park Lane, Harrogate Road, King Lane and Stonegate Road)
 - Enhancements to public realm, cycling and walking environment along the A6120 between Red Hall and the M1.
 - Manston Lane Link Road Expansion (widened to three lanes and roundabout junctions signalised)
 - Construction is anticipated to take approximately 3 years and the proposed dual carriageway is expected to be operational by the end of 2021. Work on the Country Park is also expected to be undertaken concurrent with delivery of the road.

The Planning Case Officer also confirmed the Council's Nature Conservation Officer had reviewed additional information provided by the applicant and was now content, subject to the inclusion of additional conditions requiring bat roosting features being provided and the eradication of invasive species should they be encountered.

The Panel heard from Councillor Howard Bedford, a Local Parish Councillor who was objecting to the proposal on the grounds of noise pollution, air pollution, the financing of the scheme was inaccurate and that he supported calls for the application to be called in. He suggested there were no proposals for noise attenuation measures from the west of Scholes leading to increased noise levels. The Barrack Road/ Leeds Road would be severed leading to rat running through Scholes and Barwick-in-Elmet. A redesigning of the proposals was required to provide a solution for everyone.

The Panel heard from Dr Martin Bennett Stanley and Irvin Dickinson who represented the Leeds Cycling Campaign and the Elmet Greenway.

Dr Stanley said he was not objecting to the scheme as a whole, he was objecting to the current form of the scheme: the quality of the crossings were inadequate. Recent guidance on cycle-way design suggested the width of the track should be 4m, the proposal before Members was for a 2.5m track. Could the track be designed in accordance with the latest guidance.

Mr Dickinson objected to the ELOR, as a safe recreation route should be maintained along the route of the old railway line and provision for horses as part of the Wood Lane Bridge should be included and this was not achieved

under the current proposals. Wood Lane also required improvement so as to function as a proper route.

The Panel also heard from neighbouring residents, Mr & Mrs Radford, residents of Lazencroft farm were objecting to the proposal on the grounds of: lack of consultation, residential amenity, a 30 foot embankment would be located in close proximity to their property. Concerns about traffic management issues and the need to establish some form of compensation fund were also highlighted.

Katherine Fenton also raised concerns about the proposals including its adverse impact on the historical setting of Red Hall

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

Questions to Mr & Mrs Radford

- The 30 foot embankment close to your property, had any other alternative solutions been put forward
- The embankment was to the south so presumably this may block out sunlight

Response from Mr & Mrs Radford

- No alternative solutions had been put forward and a re-design of the road/ embankment was not expected, but we did ask to be treated fairly, this had not happened the treatment we had received had been woeful/ disgraceful
- Mrs Radford agreed that it was likely there would be a lack of sunlight to the property following the construction of the embankment. Members were informed that the property was purchased in 2006, at that time they were not informed of any proposed development. The proposals for ELOR were only made known to them 3 years ago along with other local residents.

Questions to Mr Dickinson

- Local Councillors are sympathetic to your concerns, what would you like to see done

Responses from Mr Dickinson

- Wish to see remedial works to link in to the two recreation routes at Wood Lane and Elmet Green and a bridge crossing linking in at that point

Questions to Dr Stanley

- You're asking that the latest Cycle Design Guidance be used, but how would that improve the scheme

Response from Dr Stanley

- The new guidance introduces new specifications including wider tracks, wider underpasses and lighting for the underpasses. This is a new road so it would be beneficial if the new guidance could be incorporated into this scheme. The intention is to create a good/ modern cycle network

Questions to Councillor Bedford

- The Parish Council's main concern appears to be noise to the west of Scholes, substantial mitigation measures would be required, presumably creating the road at a lower level

Response from Councillor Bedford

- The East Leeds Extension would allow the creation of 5,000 new homes when fully constructed. Public consultation and engagement has been going on since the 1970's. ELOR is a critical first step and funding for the scheme will be recoverable from the housing developments that will be created as a consequence.
- The road would need to be dug in more and not at grade. Prevailing winds mean noise would carry so effective noise mitigation is required

Questions to the Applicant

- Leeds City Council is the applicant for this scheme, has the application been dealt with differently in any way
- Paragraph 2.14 of the submitted report refers to "other works", is it likely these works would be completed in the next 2 years
- In respect of the cycling provision, should the latest guidance not be used
- The noise overflow on Scholes Village was a concern, could an acoustic barrier or a drop in the level of the road be considered
- Had a settlement been reached with the residents of Lazencroft Farm yet
- Could Wood Lane be resurfaced

In responding to the issues raised, the applicant's representative provided the following responses:

- The application had been dealt with like any other application, open, transparent and managed in a professional manner
- There was a need to create additional capacity on the Outer Ring Road including improvements to 4 junctions. There was also enhancements to public realm, cycling and walking environment along the A6126 between Red Hall and the M1, and the Manston Lane Link Road

required expansion. It was hoped that schemes would come forward in the next year.

- At the time of drafting the proposals for cycling provision the correct guidance was been used. To increase the width of the track may encroach on the red line boundary, larger underpasses would also impact on the “land take”
- There may be increased noise levels but only in certain areas around Scholes Village, a drop in the height of the road (channel) may assist in reducing noise levels
- Work with the residents of Lazencroft Farm to try to resolve outstanding issues and mitigate any impact was ongoing but this issue falls outside the scope of the planning application
- The suggestion that Wood Lane be resurfaced was considered to be acceptable

In offering comments Members raised the following issues:

- This is a significant infrastructure project and would bring new housing to the area when complete. The Council took the decision to lead on this project and had undertaken appropriate design and consultation. The City Pans Panel has also undertaken due diligence and considered the application in an open and transparent manner
- Members were of the view that some form of compensation fund would be available to resident affected by the proposal
- The cycling provision should be in accordance with the latest Cycle Design Guidance
- Members were of the view that proposed noise levels around Scholes Village required reducing.
- Members were in favour of the proposal in principle, but the issues around Lazencroft Farm did require addressing. One Member suggested that the Council should purchase Lazencroft Farm to compensate for the adverse impact of the new road.

The Chair clarified that Plans Panel could not instruct the purchase of property but that the minutes would reflect Panel's view that compensation should be available to residents affected by the proposal.

In summing up the Chair said Members appeared to be generally supportive of the proposals, however, a reduction in road noise, particularly in the proximity of Scholes Village and the need to consider the latest Cycle –Way Design Guidance was needed.

The Chief Planning Officer suggested that a specific noise condition could be added to address the concerns around road noise and that Condition No.6 could be amended to require the latest Cycle – Way Design Guidance be considered.

RESOLVED –

- (i) That the application be approved subject to the conditions specified in the submitted report with the inclusion of additional conditions as recommended by the Council's Nature Conservation Officer, the resurfacing of Wood Lane and the inclusion of noise mitigation measures, particularly in the proximity of Scholes Village and an amendment to Condition No. 6 requiring that the latest Cycle – Way Design Guidance be considered when developing the final cycle proposals.
- (ii) That the Chief Planning Officer be informed that there was an expectation that officers would consult Ward Members when sensitive condition discharge applications were received
- (iii) That Council Officers responsible for delivering ELOR provide greater assurance to the residents of Lazencroft Farm that their outstanding issues would be satisfactorily addressed

(At this point in the meeting Councillor McKenna reported that an issue had arisen which required his urgent attention. He vacated the Chair and temporally left the meeting. Councillor Walshaw assumed the Chair)

82 Application No. 17/04425/FU - Construction of bridge across the River Aire from the former Low Fold development site to the former Hydro Aluminium development site at land at Low Fold, South Accommodation Road and at Clarence Road, Hunslet, Leeds.

The Chief Planning Officer submitted a report which set out details of an application which sought the construction of a bridge across the River Aire from the former Low Fold development site to the former Hydro Aluminium development site to land at Low Fold, South Accommodation Road and Clarence Road, Hunslet, Leeds.

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 bridge would be approximately 50 metres long and with a minimum width of 3 metres. It would feature structural hollow box section deck and would contain some services between the two sites including the district heating pipework infrastructure from the RERF at Cross Green. The bridge deck would be clad in a series of profiled fins in Corten pre-weathered steel which form the balustrades at 1400mm

in height. The slatted fins would be arranged in an expanding and contracting helix-like pattern.

- The bridge would be carried by a simple mast and suspension arrangement, with a paired mast rising ten metres above bridge landing level on the Clarence Road site with one set each of forestays and backstays. Approaches to the bridge include both ramped and stepped routes from the landscaped realm incorporated in the design of both development sites. This would allow all users to pass across the River Aire whether on foot, by bike, wheelchair or with children in pushchairs. On the Clarence Road side, access would be from the river side path Transpennine Trail or from the riverside public space within the site, and the bridge would connect to the new landscaped terraced public realm from the Low Fold site. The bridge deck would have a maximum gradient of 1 in 20. The planning application is supported by the following documents:

- Scaled Plans
- Design and Access Statement
- Flood Risk Assessment
- Land contamination desk top study
- Construction Method Statement (Biodiversity)
- Ecology report

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

- Timescale for the start and completion of the scheme
- Could a lighting scheme be incorporated as part of the development

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

- Subject to planning consent, work would begin on site in March 2018 with completion anticipated around June 2018.
- It was confirmed that an additional condition would be added to include the provision of a lighting scheme.

In offering comments Members raised the following issues:

- Members welcomed the construction of a bridge in this location commenting it was an important walking route and would reduce the travelling time for local residents

In summing up the Chair thanked the Developers for their attendance commenting that this was a welcome 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 conditions specified in Appendix 1 of the submitted report and with an additional condition to include the

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

- Public access across the bridge to link the Low Fold and Clarence Road development sites.

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.

83 Application No. 17/06296/FU - Mixed use development comprising of 300 residential dwellings, a retail unit, a health care centre, vehicle and pedestrian access, parking, landscaping and associated works at land off Flax Place, Richmond Street and Marsh Lane, Leeds, LS9 8HG

The Chief Planning Officer submitted a report which set out details of an application for a mixed use development comprising of 300 residential dwellings, a retail unit, a health care centre, vehicle and pedestrian access, parking, landscaping and associated works to land off Flax Place, Richmond Street and Marsh Lane, Leeds, LS9 8HG.

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 proposed development seeks to provide a predominantly residential development across two stepped blocks of 8 to 10 storey's in Block A and 12 to 14 storey's in Block B, housing a total of 300 apartments.
- These will be laid out with 14 apartments to each floor in Block A ((6 x 2 Bed, 7 x 1 Bed and 1 x Studio) and 13 apartments to each floor in Block B (6 x 2 Bed, 6 x 1 Bed and 1 x 3 Bed). Each of the apartments would have a south, west or east facing aspect. The apartment types would be split to create the following proposed mix;
11 studio apartments (3.3%)
147 one bedroomed apartments (50%)
130 two bedroomed apartments (43.3%)
12 three bedroomed apartments (3.3%).
- In addition to the front corner of the site where it meets Marsh Lane, East Street and Richmond Street a 200 sq m convenience shopping A1 Use Class retail unit and a 440 sq m Use Class D1 health centre/surgery are also proposed. The landscape scheme features include public open spaces around the buildings and roof top terracing for private resident's usage at the 8th floor of Block A and the 12th floor of Block B. Car, motorcycle and cycle parking is also proposed with the added opportunity to provide a City Car Club space within the site.

- With regard to transport matters the applicants had agreed in principle to the off-site highway works identified in paragraph 7.5 of the submitted report and on site car parking provision had now been identified to serve the proposed Doctors Surgery and retail unit. These matters would be controlled by planning condition or a Section 106 Planning Obligation as necessary.
- Officers confirmed that a revised wind impact report had been provided to clarify matters raised by the Council's wind consultant with confirmation awaited that the findings were acceptable.

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

- Was there any affordable housing provision
- Could green walls be incorporated into the landscape scheme
- Clarification was required of the colour of the brickwork
- Could the scheme be connected to the District Heating System
- Had the Saxton Gardens Residents Association be contacted about their request to speak

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

- It was confirmed that 5% affordable housing would be provided on site (15 units) to be managed directly by the applicant and in accordance with a local lettings policy which would enable the Council to nominate people from its housing waiting list
- Green walls had not been considered, however, this was a good suggestion and due consideration would be given to their inclusion within the landscaping scheme
- It was proposed to use a lighter coloured brick, as shown on the visuals and to be controlled through the requirement to provide a sample panel on site
- It was confirmed that the development would be designed to be connected to the District Heating System
- The Saxon Garden Residents Association had been contacted and had agreed not to speak at panel since they were supportive of the proposal in line with the officer recommendation

In offering comments Members raised the following issues:

- Members welcomed the affordable housing provision
- It was the general view of Members that this was a very good scheme.

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 resolution of highways and wind issues, 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:

- Affordable Housing at 5% of the total units results in the provision of 15 affordable units (as described in paragraphs 10.34 to 10.37 of the submitted report)
- Employment and training of local people
- An off-site greenspace contribution of £80,351
- The fee for the monitoring and evaluation of a Travel Plan of £3,500
- A Sustainable Transport Fund Contribution £73,674.00
- A Car Club space
- A management fee – dependent on the number of obligations

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.

(Councillor McKenna returned to the meeting and resumed the Chair)

84 PREAPP/ 16/00483 - Pre-application presentation for the proposed redevelopment of existing podium building, to form one 15 storey and one 27 storey student accommodation building, incorporating an A4 unit and provision of new public realm, Merrion Way, Tower House Street and Brunswick Terrace, Leeds

The Chief Planning Officer submitted a report which sets out details of a pre-application proposal for proposed redevelopment of existing podium building, to form one 15 storey and one 27 storey student accommodation building, incorporating an A4 unit and provision of new public realm at Merrion Way, Tower House Street and Brunswick Terrace, Leeds 2

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:

- It was proposed to demolish the existing 2 storey podium building in its entirety, two new buildings would be erected in their place.
- A basement parking area accessed from Brunswick Terrace adjacent to Arena Point would be reconfigured across the full width of the site providing parking for the occupiers Arena Point.

- The ground and first floor of Tower A would project 9 metres further to the east than the upper levels of the building, with a bridge link to Tower B at first floor level. The ground floor of Tower A, together with a small mezzanine area facilitated by generous floor to ceiling height, would be occupied by Wetherspoons. The premises would have its primary entrance on the elevation facing Merrion Way and be serviced from the west side, enabled by the removal of the existing basement access ramp and widening of the public realm on this side of the building. The proposals identify an active frontage around much of this building. Areas of external seating are intended around the south-west corner of the premises.
- The first floor of Tower A, extending across the bridge link to Tower B, would contain a combination of dedicated communal / amenity space for the students and the first level of student accommodation which includes a mix of studios (30m²) and cluster flats. This building would be 15 storeys (approximately 46 metres) in height. Levels 2 to 14 would comprise 4, 6, 8 and 10 bedroom cluster flats, each cluster served by a 23m² kitchen/amenity space located at the corners of the building.
- The student accommodation would be accessed from a reception area in the southern portion of Tower B to the east. The remainder of the ground floor of this building would accommodate bicycle storage facilities and back of house functions. Additional student facilities would be provided at mezzanine level in the northern part of the building. First floor level would comprise a mix of dedicated student amenity space, linked by bridge to Tower A, together with studios and cluster flats. Levels 2 to 14 would be a mirror of the accommodation in Tower A. Above this level the proportion of studios on each floor rises, providing 7 studios and 2 clusters on Levels 15 to 20 and 9 studios and 2 clusters at levels 21 to 26. This 27 storey building would be approximately 78m tall.
- Across Tower A and Tower B there would be a total of 100 studios and 232 cluster flats of which there would be 34, four bedroom clusters; 32, six bedroom clusters; 34, eight bedroom clusters and 32, ten bedroom clusters.
- Emerging proposals identify the use of metallic cladding as the principal building material. The main grid of the buildings would be articulated with chamfered returns to the secondary plane comprising curtain walling, spandrel panels and louvred panels with inward-opening windows located behind.
- Illustrative proposals for the public realm identify new hardsurfacing extending across the entirety of the site. As such, the existing ramp at the western end of the podium building would be removed and infilled and would form part of a widened pedestrian approach along Brunswick Terrace from Merrion Way towards the arena. Similarly, the

remaining area to the north of the new buildings would be resurfaced as part of an extended area of public realm between the towers and the arena.

- A new north-south public, pedestrian, route would be formed through the centre of the site between Towers A and B directly linking Merrion Way with Brunswick Terrace and the arena. The 9 metre wide route would extend southwards through the existing strip of greenspace via new steps that would be formed on the southern edge of the terrace.

In response to Members questions, the following were raised:

- Members queried why cluster flats had been chosen, were these compliant with National Space Standards
- Would sprinkler systems be installed in these buildings
- Would a wind impact assessment be undertaken
- Clarification of the width of the pedestrian route and the bridge height

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

- The applicant confirmed they had previous experience of delivering developments which included cluster flats. Cluster flats encouraged student engagement which was a key element of their business model. In terms of size of the flats, the Area Planning Manager said that there was no applicable planning space standards for student cluster flats. However, the cluster flat arrangement was considered similar in approach to a house in multiple occupation and further consideration would be given to this in consultation with the Council's Private Sector Housing Team
- It was confirmed a sprinkler system would be fitted
- It was confirmed a wind impact assessment would be undertaken, and that some initial analysis had already been carried out
- The pedestrian route would be 8m wide and 5m to the underside of the bridge.

In offering comments Members raised the following issues:

- The appearance of the link between the two buildings was not quite right and that further consideration was required, perhaps involving removal of the podium element to its side which would help to balance its appearance
- Members were not convinced that the extent of the proposed public realm was sufficient for this development, with more consideration required to enhancing the frontage to Merrion Way
- The size of the flats was an issue, they need to provide good quality accommodation
- Members emphasised the need for a quality design in this location
- Could some consideration be given to the provision of public art on the gable end

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

- Members were of the view that the proposed use of the buildings for student accommodation was acceptable in principle.
- Members expressed reservations about the proposed living conditions within the student accommodation and requested if further information could be provided
- Members were of the view that the scale of the proposed new buildings and their relationship with the surrounding context was acceptable.
- Further consideration of the public realm provision was required, in particular opportunities for enhancing the landscaping to the grassed verge along Merrion Way

In summing up the Chair said Members appeared to be generally supportive of the development but further consideration of the public realm provision was required

RESOLVED –

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

85 PREAPP/17/00489 - Pre-application presentation for proposed student accommodation, junction of Portland Crescent and Woodhouse Lane, Leeds 2

The Chief Planning Officer submitted a report which sets out details of a pre-application proposal for proposed student accommodation at the junction of Portland Crescent and Woodhouse Lane, Leeds 2.

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:

It was proposed to add two additional storeys to the approved tower element of the building (14 storeys) such that the tower would be 16 storeys in height. The lower limb would remain at 6 storeys. The architectural treatment of the uppermost floor (previously intended as a "sky bar") may be refined in response to the proposed use as student accommodation.

The completed building would primarily contain student accommodation. 312 student studios ranging in size from 20sqm to 56sqm would be provided within the building.

Dedicated amenity space for students would be provided at basement and ground floor level totalling 600sqm. Other ground floor space would be occupied as retail accommodation (183sqm) and additional commercial office space would occupy basement and ground floor areas (637sqm).

The external space would be laid out to compliment the new public realm presently coming forward at the junction of Woodhouse Lane / Clay Pit Lane / Cookridge Street.

In response to Members questions, the following were raised:

- Could the stalled building be completed
- Would the development be ready before the applicant's St. Albans Place development
- Would there be a pedestrian barrier to Woodhouse Lane
- Could further consideration be given to the provision of improved pedestrian connections to address pedestrian generation/movement in the immediate area
- How much communal space would be provided

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

- It was confirmed that the original building could be completed. The applicant was working with the original concrete structure contractor
- The development would be completed after the St. Albans Place development
- In terms of public realm provision it was intended that the space outside the building should be laid out as part of the development to complement the forthcoming landscaping and connectivity improvements being delivered on the northern side of Woodhouse Lane to the site. This would include a raised landscaped area which would act as a barrier to pedestrians accessing Woodhouse Lane
- It was confirmed that further consideration would be given to the provision of improved pedestrian connections to address pedestrian generation/movement in the immediate area
- Both the size of the flats and the average amount of communal space per flat would be greater than the St Albans Place Development

In offering comments Members raised the following issues:

- The development was partially built and this proposal would deliver completion of this stalled site
- It was suggested that Panel needed to be pragmatic about room sizes

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

- Members were of the view that the proposed use of the buildings for student accommodation was acceptable in principle.

- Members were of the view that the living conditions within the student accommodation were acceptable
- Members were supportive of the proposed changes to the height of the building and its architecture.
- With regard to whether Members were supportive for the application to be determined under delegated powers, further consideration was required around the provision of enhanced pedestrian connections to address pedestrian generation/movement in the immediate area

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
- (iii) That the developers be invited to submit a formal application

86 PREAPP/17/00640 - Pre-application presentation for Reserved Matters proposal for office building with ground floor retail and Café/ Restaurant units at 4 Wellington Place and Northern Street, Leeds.

The Chief Planning Officer submitted a report which sets out details of a pre-application proposal for Reserved Matters proposal for office building with ground floor retail and Café/ Restaurant units at 4 Wellington Place and Northern Street, Leeds.

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 proposed building occupies a triangular footprint that is within that approved at outline stage with the additional external space around the base of the building to be used as external seating, break-out space and landscaped areas for the ground floor commercial units. The building forms one side of the 2 diagonal routes which lead into the centre of Wellington Place and Tower Square, with Buildings 3 to the north and Building 5 to the south.
- The buildings contain the following floorspace: 20,490 sqm B1 office 914 sqm A3/A4 (retail/restaurant /bar) Basement: 146 car parking spaces – 96 below Building 4 and 50 in the area below the walkway between Buildings 3 and 4 (incl. 5 disabled, 8 Electric Vehicle charging

spaces) 10 motorcycle and 88 cycle spaces all beneath the footprint of the building, Shower and changing facilities

- The glass, stone and bronze metal cladding is to be aligned vertically and topped with a continuous coping. The amount of each material would be changed subtly across the elevation to give a greater glass and bronze emphasis to Tower Square and a more stone led appearance to Northern Street. Additionally, the ground floor and top floors have been recessed to provide layering and visual interest. The roof top will also contain terraces and there are further terraces included on all floors at the point end facing towards Tower Square.
- Two entrances to the building are proposed which would create a pedestrian route through from north to south. This means that both of the elevations on the pedestrian routes would have a main entrance which itself provides a focus and additional activity. This route through also provides the ground floor commercial uses with the opportunity to provide customer seating in order to enliven the internal space.
- The original outline approval was for a basement which sat beneath the footprint of the building. However, the current proposal now seeks to increase the size of the basement to run under the north-eastern diagonal route and join up with the basement of Building 3 to make one combined parking area. The basements of Wellington Place will eventually be linked as part of the overall parking and vehicle strategy for the site which results in the surface being largely vehicle free. This increase in size of basement would provide approximately 50 no. additional car parking spaces.
- The approved method of servicing this building is via a layby on the Northern St frontage. The layby is being designed with L.C.C. Highways Services as part of the Northern Street junction improvement works which are currently on site. The new building line addresses the layby as well as the widening of Northern Street.
- The area around the base of the building will be landscaped using the same palate of high quality materials used on the overall scheme - natural products including granite and stone. Planters will be introduced to add soft landscaping and to soften the spaces. The set back of the building from Northern Street allows landscaping to be introduced on this frontage.

In response to Members questions, the following were raised:

- Could the use of greenery be incorporated into the upper levels
- Clarification of the appearance of the stone material to be used was required

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

- It was explained that greenery could not be incorporated into the upper levels due to structural design reasons
- The stone material would match that used on the existing buildings

In offering comments Members raised the following issues:

- Members welcomed the proposed development
- This was a good scheme and a quality design

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

- Members were of the view that the proposed slight shift in the footprint of the building to address the surrounding buildings and the Northern Street re-alignment was acceptable
- Members were of the view that the reduction in floor plate, along with the use of the space created was a positive addition to the scheme
- Members were supportive of the proposed height and design of the building.
- That following the receipt of the Reserved Matters application and subject to no other significant issues arising, authority be delegated to the Chief Planning Officer for final determination

In summing up the Chair said Members were supportive of the proposal and welcomed the submission of the Reserved Matters application

RESOLVED –

- (i) To note the details contained in the pre-application presentation
- (ii) That the developers be thanked for their attendance and presentation
- (iii) That following the receipt of the Reserved Matters application and subject to no other significant issues arising, authority be delegated to the Chief Planning Officer for final determination

87 Quarry Hill - Gateway Court and Playhouse Square landscape proposals

The Chief Planning Officer submitted a report which sets out details of the Quarry Hill – Gateway Court and Playhouse Square landscape proposals.

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

The Council's Project Team addressed the Panel, speaking in detail about the proposal and highlighted the following:

- The approach to improving Gateway Court has been to provide a clear and legible space that is: well connected to the remainder of the site and the city centre inviting connections between spaces and enabling fully accessible routes and is unified in terms of the use of materials and character.
- The requirement to develop continuous public realm throughout the site that provides a series of 'key moments' for relaxation, interaction, performance etc. It takes advantage of the axial geometry of the site but uses landscaping to soften the edges of what is currently quite a 'hard' urban space and explores the potential to maximise the 'key moments' by locating them within the sunnier sides of the site, offering a variety in activity and functions and to significantly increase the amount of green infrastructure through the main axial route of the site
- The sites level changes are addressed through a series of lawned terraces and planted slopes with steps and ramps which will offer a variety of routes through and up/down the site although these form part of the public realm itself, with inbuilt benches, terraces, stopping points offering views either back to the city centre or up to Quarry House. At level 33.0m there is an important link to West Yorkshire Playhouse, whose mid-level entrance at this level opens out on to Gateway Court into a paved terrace as well as being the new location for the Playhouse box office and interval bar. This provides opportunities for outdoor seating, café spill out or outdoor performance space which could be a really vibrant location within the space itself. Just above this is a promontory which will have feature seating developed for it and potentially is a location for public art but will provide a great viewing platform for students, residents and visitors to orientate themselves within the eastern side of the city centre. Lighting at night time will also be a key element.
- Playhouse Square is an important element of the Quarry Hill landscape proposal scheme. Currently it forms part of the existing car park on site but importantly provides 8 disabled car parking spaces and coach turning facilities. As part of the wider Quarry Hill proposals Playhouse Square will need to remain as the West Yorkshire Playhouse's pick up and drop off point, and as a vehicle access and turning area for the Caddick development and Leeds City College development.
- In collaboration with Caddick Developments and Leeds City College, Playhouse Square has been realigned to accommodate the wider site infrastructure requirements for pick up and drop off but also now plays a role in terms of its public realm as one of the sites 'key moments'. It achieves this with new tree planting and feature seating to define the axial route through the site and new hard landscaping materials and lighting consistent with the new public realm proposals for Gateway Court. In addition the drop off and pick up has also managed to retain

the 8 disabled parking bays that sit directly adjacent to West Yorkshire Playhouse.

- The scheme as a whole, including Gateway Court and Playhouse Square will see the significant enhancement of approximately 0.4ha of existing green space and will provide an additional 0.2ha of new green space. The site will provide 33 new trees alongside new areas of shrub planting and grassed terraces.
- A key constraint from a design development point of view relate to the transitioning from the 29.0m level at Eastgate roundabout up to 35.0m level at Playhouse Square. The design solution proposed successfully addresses this issue using a series of ramps and terraces creating a wheelchair accessible route through the site.
- In addition levels across the site that connect into West Yorkshire Playhouse and Leeds city College building have a 1.15m level difference between them across the site. The design has been adapted to reduce the impact of this level change through the promontory area of the greenspace, reducing the distance users may have to travel to avoid using the stepped interface which forms part of the Leeds City College design.

In response to Members questions, the following were raised:

- Who would have responsibility for the maintenance of the greenspace
- Could clarification be provided that a continuous route from the Gateway Court up to Playhouse Square would exist, it was not clear on the submitted plans
- Were there any proposals to include a water feature within the landscape scheme
- Would there be lighting of the public spaces

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

- Maintenance of the greenspace would be provided by the Parks and Countryside Section of City Development
- Officers confirmed that a continuous route from the Gateway Court up to Playhouse Square would be provided
- Officers reported that currently there was no intention to include a water feature within the scheme.
- It was confirmed that there would be night time lighting

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

- Members were supportive of the proposed landscape scheme

- Members expressed an aspiration for the inclusion of a water feature and for the lighting to be provided as an artwork feature throughout the year

In summing up the Chair said Members were supportive of the proposal and welcomed the progress being made

RESOLVED – That the contents of the report be noted and welcomed

88 Date and Time of Next Meeting

RESOLVED – To note that the next meeting will take place on Thursday 14th December 2017 at 1.30pm in the Civic Hall, Leeds.