Public Document Pack

Leeds CITY COUNCIL

CITY PLANS PANEL

Meeting to be held in Civic Hall, Leeds on
Thursday, 31st October, 2019 at 1.30 pm

MEMBERSHIP

Councillors

D Blackburn
C Campbell
P Carlill
D Cohen
A Garthwaite
C Gruen
P Gruen
A Khan
P Latty
J McKenna (Chair)
E Nash
P Wadsworth
N Walshaw

Agenda compiled by:
John Grieve
Governance Services
Civic Hall
Tel: 0113 37 88662

Produced on Recycled Paper

A G E N D A

Item No	Ward	Item Not Open		Page No
			SITE VISIT DETAILS	
1			**APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS** 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) (*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)	

Item No	Ward	Item Not Open		Page No
2			**EXEMPT INFORMATION - POSSIBLE EXCLUSION OF PRESS AND PUBLIC** 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. 2 To consider whether or not to accept the officers recommendation in respect of the above information. 3 If so, to formally pass the following resolution:- **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:-	
3			**LATE ITEMS** To identify items which have been admitted to the agenda by the Chair for consideration (The special circumstances shall be specified in the minutes)	
4			**DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS** To disclose or draw attention to any disclosable pecuniary interests for the purposes of Section 31 of the Localism Act 2011 and paragraphs 13-16 of the Members' Code of Conduct.	

Item No	Ward	Item Not Open		Page No
5			**APOLOGIES FOR ABSENCE** To receive apologies for absence (If any)	
6			**MINUTES OF THE PREVIOUS MEETING** To consider and approve the minutes of the previous meeting held on 10th October 2019. (Report attached)	3 - 14
7			**MATTERS ARISING FROM THE MINUTES** To consider any matters arising from the minutes.	
8	Beeston and Holbeck		**APPLICATION NO. 19/04828/FU - VARIATION OF CONDITION NO. 2 (APPROVED PLANS) OF APPROVAL 17/02666/FU FOR DESIGN ALTERATIONS INCLUDING AN ADDITIONAL FLOOR LEVEL AT LAND AT 16 - 18 MANOR ROAD, HOLBECK, LEEDS LS11 9AH** To consider a report by the Chief Planning Officer which seeks a variation of condition 2 (approved plans) of approval 17/02666/FU for design alterations including an additional floor level at Land at 16 - 18 Manor Road, Holbeck, Leeds LS11 9AH (Report attached)	15 - 38

Item No	Ward	Item Not Open		Page No
9	Little London and Woodhouse		**APPLICATION NO. 19/04278/FU - DEMOLITION OF ALL EXISTING BUILDINGS AND STRUCTURES AND THE ERECTION OF A SERIES OF INTER-LINKED TOWNHOUSE BLOCKS (3 - 6 STOREY'S IN HEIGHT) FOR STUDENT ACCOMMODATION USE (SUI GENERIS), ALONGSIDE LANDSCAPING, ACCESS AND VARIOUS ASSOCIATED HIGHWAY AND PUBLIC REALM WORKS AT OAK HOUSE, 94 PARK LANE, WOODHOUSE, LEEDS, LS3 1EL** To consider a report by the Chief Planning Officer which sets out details of an application which seeks the demolition of all existing buildings and structures and the erection of a series of inter-linked townhouse blocks (3 - 6 storey's in Height) for student accommodation use (Sui generis), alongside landscaping, access and various associated highway and public realm works at Oak House, 94 Park Lane, Woodhouse, Leeds, LS3 1EL (Report attached)	39 - 70

Item No	Ward	Item Not Open		Page No
10	Burmantofts and Richmond Hill		**PREAPP/18/00582 - PRE APPLICATION PROPOSAL FOR A MAJOR DEVELOPMENT RELATING TO A BUILD TO RENT RESIDENTIAL DEVELOPMENT OF UP TO 20 STOREY'S IN HEIGHT WITH 204 APARTMENTS, LANDSCAPING, GROUND FLOOR PARKING AND ASSOCIATED WORKS AT LAND OFF MARSH LANE SAXTON LANE AND FOUNDRY STREET, LEEDS, LS9 8HE** To consider a report by the Chief Planning Officer which sets out details of a pre application proposal for a major development relating to a build to rent residential development of up to 20 storey's in height with 204 apartments, landscaping, ground floor parking and associated works at land off Marsh Lane Saxton Lane and Foundry Street, Leeds, LS9 8HE (Report attached)	71 - 86
11			**DATE AND TIME OF NEXT MEETING** To note that the next meeting will take place on Thursday, 21st November 2019 at 1.30pm in the Civic Hall, Leeds.	

2

a)

b)

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.

This page is intentionally left blank

Leeds CITY COUNCIL

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: 22.10.2019

Dear Councillor

SITE VISITS – CITY PLANS PANEL – THURSDAY 31st October 2019

Prior to the meeting of City Plans Panel on Thursday 31st October 2019 the following site visits will take place.

Time	Ward	Site
10.0am-10.30	Beeston & Holbeck	Application reference 19/04828/FU – variation of approved plans for planning permission reference 17/02666/FU for a residential development at Manor Road, Holbeck, Leeds 11
10.40am-11.10	Little London & Woodhouse	Application reference 19/04278/FU – Proposed student accommodation at Park Lane, Leeds 2
11.20 am -12.0	Burmantofts & Richmond Hill	Preapplication reference PREAPP/18/00582 – proposed residential development at Saxton Lane, Leeds 9

Please notify Daljit Singh (Tel: 3787971) if you will be attending and meet in the Civic Hall Ante Chamber at **9.45am at the latest. We will be travelling by mini-bus and aim to leave promptly at 9.50am.**

Yours sincerely

Daljit Singh
Central Area Team Leader

This page is intentionally left blank

CITY PLANS PANEL

THURSDAY, 10TH OCTOBER, 2019

PRESENT: Councillor J McKenna in the Chair

Councillors C Campbell, P Carlill, D Cohen, A Garthwaite, C Gruen, A Khan, E Nash, G Latty, P Gruen and B Anderson

A Members site visit was held in connection with the following applications: Application No. 18/07433/FU – Proposed residential development at Manston Lane, Leeds 15, Application No. 19/01010/FU – Proposed residential development at Saxton Lane, Leeds 9 and a visit to view the completed student housing development at St Albans Place, Leeds 1 and was attended by the following Councillors: C Campbell, P Carlill, A Garthwaite, C Gruen, P Gruen, G Latty and J McKenna

Councillor Gerald Wilkinson

Members stood in silent tribute in honour of Councillor Gerald Wilkinson who's death was announced a few days prior.

The Chair said Gerald had been a Member of the City Council for twenty years, serving on a variety of Committees including a number of years as a Member of North and East Plans Panels. He was well respected and his contributions and experience would be sadly missed.

55 Appeals Against Refusal of Inspection of Documents

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

56 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 confidential nature of the business to be considered.

57 Late Items

Although there were no late items, the Chair had accepted the inclusion of Supplementary Information in respect of Agenda Item No. 9 - Erection of 437 Dwellings at Radial Park, Manston Lane, Leeds 15 (Summary of the District Valuer's Viability Report) - Minute No.63 referred.

58 Declarations of Disclosable Pecuniary Interests

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

59 Apologies for Absence

Apologies for absence were received from Councillors: D Blackburn, P Wadsworth and N Walshaw.

Councillor B Anderson was in attendance as a substitute Member for Councillor P Wadsworth.

60 Minutes of the Previous Meeting

The minutes of the previous meeting held on 19th September 2019 were submitted for comment/ approval.

With reference to Minute No.52, Members requested the following amendments:

Member's comments section:

4th bullet down, to read as follows:

- All Members were of the view that further consideration was required as to the provision of living/ green walls or alternatively a "Virginia Creeper" which was low maintenance. The suggestion that long term management and maintenance implications was a prohibitive factor, was not acceptable

5th bullet down, the following words be added at the end of the paragraph

or other relevant people so as to ensure diversity and broad representation

61 Matters Arising from the Minutes

There were no issues raised under Matters Arising.

62 Application No. 19/01010/FU - Major planning application for Build to Rent residential development of 7-22 storeys with 349 apartments, landscaping, basement parking and associated works at land off Marsh Lane, Saxton Lane and Flax Place, Leeds, LS9 8HE

The Chief Planning Officer submitted a report which set out details of an application for a build to rent residential development of 7 – 22 storey's with 349 apartments, landscaping, basement parking and associated works to land off Marsh Lane, Saxton Lane and Flax Place, Leeds, LS9 8HE.

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

Planning Officers addressed the Panel, speaking in detail about the proposal and highlighted the following:

- Site/ location/context
- The proposal is to erect 2 buildings (A & B) separated by public realm which provides a permeable route for pedestrians from Saxton Lane to the south, through to Railway Street to the north and then on through the railway arches to the Marsh Lane/ Shannon Street development area and Quarry Hill
- Building (A) steps from 18 to 20 to 22 floors in height, Building (B) steps up from 6 to 12 and then up to 18 storeys at its highest point and is an open U-shaped in plan
- The two buildings are 20m apart at their nearest point at first floor level, then rising to 25m and 35m at the upper levels
- Built to rent development, 349 apartments, 1 ,2 and 3 beds, all apartments meet Nationally Described Space Standards
- Residential facilities in both Blocks A & B comprising community, work and event space, plant, refuse and bicycle storage areas.
- Vehicular access via a ramp to a basement parking area taken from Flax Place
- 53 parking spaces, including 3 disabled spaces, 5 electric changing points to be provided and 15 motorcycle spaces
- Public realm through the centre of the site would be a mix of hard and soft landscaping containing trees in raised planters. There is also an apron of land fronting Marsh Lane which would be given over to grass containing wind mitigation features supplemented by landscaping
- Public realm would be a managed space with concierge
- Steps/ ramp up to centre space
- Materials – Metal frame with brickwork and masonry, punched window openings, with mixed palette of complementary brick tones to be used across both buildings
- Extensive wind testing, wind mitigation measure including the provision of perforated wind panels
- Affordable housing provision (15 units) following submission of a financial viability assessment

Members raised the following questions to officers:

- The site had been the subject of a wind tunnel study, which direction does the wind come from
- 5 Electric Vehicle Charging Points (EVCP) are to be provided in the basement of the building, given that the city has declared a climate emergency could more EVCP's be provided
- What was envisaged would be the situation when all parking spaces in the basement of the building were occupied in terms of further parking for occupiers
- Could further clarification be provided about the affordable housing provision
- Was there good connectivity from the site to the city centre
- Could further details be provided about the design of the wind mitigation features

- Was the applicant providing all necessary planning obligations and sufficient public space
- Where was the affordable housing to be located
- When does the applicant envisage development would commence
- Members queried once again if there were any proposals to reopen the former Marsh Lane Railway Station and also the railway arches to enhance connectivity, suggesting there was general support from Members for both
- Members queried the use of trees in planters and types of tree species proposed

In responding to the issues raised, Planning Officers/ applicant representatives said:

- Members were informed that the prevailing winds emanate from a south westerly direction. Issues arise here due to the wind travelling between the railway viaduct and the tall buildings. The height of the buildings proposed would also result in wind hitting the high structure and being forced downwards.
- Wind testing had identified a potential issue around the base of the buildings resulting in a requirement for a range of wind mitigation measures on site and provision of a wind mitigation screen off-site adjacent to the railway viaduct to the north west of the site.
- The applicant's agent confirmed that the developers would be willing to install the EVCP infrastructure for all 53 parking spaces, with 5 EVCP's to be operational upon first occupancy of the building and with the possibility for others to become operational as the need arises.
- Members were informed that following a review of a viability appraisal by the District Valuer (DV), the DV had concluded that the applicant could not afford the full policy compliant requirement of 7% of the total number of units being provided as affordable housing, the applicant should provide 4.23% (15 units).
- The Legal Officer confirmed that, while this may not be fully policy compliant, it is a situation where that then has to be weighed against all other aspects of the scheme as a material consideration. In the balancing exercise, it is for Members to determine what weight is given to that point of the proposal not being fully policy-compliant in respect of affordable housing.
- Members were informed that connectivity from the site to the City Centre was good. The scheme allowed a new 24 hour public route to be realised through the site. Heading in a northerly direction pedestrians would pass through the railway arch to the existing pedestrian crossing, which provides a link to the Quarry House complex. In addition, there is the possibility for a potential footbridge across to the Quarry House complex in the future. There was also possible connectivity to the south with delivery of further developments.
- Members were informed that the final designs for the wind mitigation features would be controlled by planning condition but example designs were provided to indicate their likely visual impact.

- The wind mitigation would be a combination of soft landscaping with trees and high hedges; some artificial trees and screens; and there is likely to be a canopy required at an upper-level of the building to resolve the issues with down-draft highlighted.
- Limited car parking spaces will be provided within the development. Occupancy of which will be managed and controlled by the building's operators. If all are occupied within the development, then there will be no further parking provision. The local area is subject to widespread on-street parking controls. £20,000 is also being sought from the developer to fund TROs to extend parking controls where necessary to further limit the potential for adverse conditions arising from on-street parking in the vicinity of the site. In addition, the site is within walking distance to public transport facilities and city centre services and so it is unlikely that the proposed level of car parking would result in adverse conditions on the highway.
- Members were informed that the obligations within the Section 106 Agreement were policy compliant, fairly and reasonably related to the development, and necessary to make the development acceptable in planning terms.
- The existing public open space provided as part of the scheme was being given 'in kind' and is deemed acceptable in place making and connectivity terms. There is no planning policy requirement to provide public open space if a site is less than ½ hectare in size in the city centre, such that this proposal is policy compliant.
- The affordable housing units would be located throughout the scheme and would reflect pro-rata the mix of residential unit types in the overall development. This was a build to rent scheme so there was flexibility within the scheme in terms of the exact location of the discounted units.
- The affordable housing units would be provided in an appropriate proportion to the other units forming part of the development, in terms of the number of 1, 2, and 3-bedroom units.
- The applicant envisages that they will be on-site in Quarter 1 of 2020, subject to permission being granted.
- The City Centre Team Leader confirmed there were currently no proposals to provide a rail halt in this location. The Chief Planning Officer said the current focus for rail halts was at: Thorpe Park, White Rose and the Airport, Marsh Lane was not part of the strategic plan or part of proposals identified as a priority by the West Yorkshire Combined Authority (WYCA), working in conjunction with Network Rail. However he would raise the matter with WYCA.
- Officers confirmed that some of the Plaza trees would be in the ground, but others will be in planters. For those in planters, the depth of soil would be sufficient for them to become established. The Chair requested that the proposed list of trees to be used be provided to Councillor Nash for her attention.

In offering comments Members raised the following issues:

- In general, Members were supportive of the application commenting that it was a suitable site for the proposed development, it was a good design and it would bring employment opportunities to the area.
- There was some concern about the extent of the wind mitigation features, it was suggested that these may detract from the overall appearance of the building and / or make some spaces unusable in practice by occupiers on a daily basis. As a result their detailed design needs to be controlled and their effectiveness needs to be tested at post installation stage.
- Members expressed the view that an additional condition be included requiring that the infrastructure for the EVCP for all 53 parking spaces be provided, with the understanding that 5 EVCP's would be operational upon first occupancy of the building and the possibility remaining for others to become operational as the need arises.
- A number of Members suggested that the Affordable Housing Policy requirement of 7% of units being provided as affordable housing should not be set aside, querying the costings and evaluation submitted in the applicant's viability report. The DV clarified for Members on this point that the costings and viability submitted by the applicant had been verified.
- In general, Members welcomed the regeneration of the Richmond Hill area with significant development having taken place. Increased connectivity of and better public transport provision to the area generally would further aid reduction of social isolation.
- A number of Members suggested that WYCA now need to review their position about the future use of the former Marsh Lane Railway Station
- One Member questioned if there was the demand for a Railway Station at Marsh Lane. However, a number of Members did express the view that the addition of a rail halt at Marsh Lane would be positive – particularly given the significant number of developments now being progressed in this area.
- It was noted that the Chief Planning Officer would liaise further with transport planning colleagues, and potentially WYCA, to ascertain what stage had been reached in any ongoing discussions regarding reopening of the rail holt.
- One Member expressed concern about air quality in this location, with the hope that air quality would be monitored post-development to ensure concerns had been adequately addressed in this regard.

RESOLVED –

(i) That the application be deferred and delegated to the Chief Planning Officer for approval subject to the conditions specified at Appendix 1 of the submitted report with the inclusion of an additional condition requiring that the infrastructure for the electric vehicle charging points (EVCP) 53 in total, be provided in the basement of the building, 5 EVCP's to be operational upon first occupancy of the building, others to become operational as the need arises (and any others which he might consider appropriate)

and following the completion of a Section 106 Agreement to include the following obligations:

- 15 Affordable housing units to be provided on site (see paragraph 9.10)
- Public access to open space area to be accessible 24 hours
- Contribution towards legible Leeds wayfinding (£32,000)
- Contribution to changes to TRO's (£20,000)
- Contribution for loss of on street car parking spaces (£36,000)
- Residential Travel Plan Fund including a contribution towards the proposed footbridge over Marsh Lane (£87,337.25)
- Travel Plan review fee (£4,494)
- Employment and training opportunities

(ii) In the event of the Section 106 Agreement having 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.

63 Application No. 18/07433/FU - Erection of 437 Dwellings with New Roads, Open Space, Landscaping, Drainage and Associated Works at Radial Park, Manston Lane, Leeds, LS15 8ST

The Chief Planning Officer submitted a report which provided a Position Statement in respect of an application for the erection of 437 dwellings with new road, open space, landscaping, drainage and associated works at Radial Park, Manston Lane, Leeds, LS15 8ST.

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

Both the planning case officer and the applicant's representatives addressed the Panel, speaking in detail about the proposal and highlighted the following:

- Site / location/ context
- Site lies within a valley
- Former industrial site, some contamination of the land
- The site excludes the Barnbow Social Club
- Masterplan demonstrates connectivity throughout the site
- Areas of greenspace throughout the development
- Newt pond on site
- The site is currently undergoing remedial works, it is understood that the final phase of these works (grouting to stabilise the ground) has been commenced and work on conditions discharge submissions is still on-going
- A bund is located at the northern end of the site
- Access into the development is from Manston Lane via three access points

- The proposal is to erect 437 dwellings, variation of house types, heights and number of bedrooms
- The site is being developed by two house builders: Strata at the eastern portion of the site and Redrow would develop the western portion
- Houses will be constructed using a mix of artificial stone and brick (Red and buff) with render present to some elevations
- Issues of viability due to “abnormal costs”
- Affordable Housing 7.5% (based on a financial viability assessment)

The Planning Case Officer reported the receipt of two further representations from members of the public. One suggested that the provision of affordable housing led to issues of anti-social behaviour and further affordable housing provision should be resisted. The other suggests that the submitted viability assessment was inaccurate and so there should be the provision of more affordable housing on-site.

Members raised the following questions:

- Was it correct that one of the proposed house types did not meet the Council’s adopted space standards
- It had been suggested that the overall design on the masterplan is of “calmness”, but how has this conclusion been reached
- There appeared to be a number of long straight roads throughout the development, but how was it envisaged that speed would be restricted here to 20mph to avoid vehicles “racing”
- This was an intensive layout, did the development meet the Greenspace Standards and were the garden size also in accordance with policy requirements
- It was disappointing that the full provision of affordable housing could not be delivered, there was some abnormal costs associated with the development but had the developers paid too much for the land
- The developers had contributed to the Manston Lane Link Road, but were there other schemes in the area where developers had not contributed to the MLLR
- What was the future relationship with and plans for Barnbow Social Club
- Could some variety be given to what is an otherwise very geometric design, such as via additions to the roofspace to provide variety
- Could Members be made aware of the species of trees to be planted
- The greenspace and public realm how would it be maintained
- Could the Council adopt the greenspace and be responsible for maintenance
- Members queried why there were 3 highway access points onto Manston Lane
- Was there a cycling route throughout the site

In responding to the issues raised, officers and the applicant’s representatives said:

- Members were informed that the submission of revised plans had corrected the house size anomaly. All properties would meet the Council's adopted space standards.
- Members were informed that "calmness" was considered to come from the varied house types, which bring sensible variety, provide subtle set backs, no common building lines and shallow curves within the site.
- In terms of long straight roads, there would be a 20 mph restriction throughout the development for residential safety, but there were no physical traffic calming measures proposed, in addition there were no physical traffic calming measures except some build-out elements but ensuring that the carriageway remains sufficiently wide enough to allow for bus use.
- Members were informed that greenspace and garden size was in accordance with revised Policy G4 (onsite Greenspace), appearing to even slightly exceed policy requirements in certain instances.
- The DV informed Members that the price paid by the developer for a site was not used to test viability. Instead a benchmark land value was calculated to reflect the market value for the site at the time of the appraisal. The current benchmark land value was £260k per acre, using the NPPG's guidance on how this land value is to be calculated.
- There have been considerable costs incurred by the developer here in terms of remediation works.
- The East Team leader said that contributing to the MLLR was an historic decision for the developers of the site. Other developers could have been asked to contribute to the scheme, but the MLLR was already planned and its delivery secured. Instead other developers had been prevented from commencing further phases of development until the MLLR was in operation.
- The DV confirmed that the MLLR contribution figure had been interrogated and corrected as part of his assessment of the viability appraisal, with the correct cost now being reflected in terms of the developer's contribution.
- Members were informed that Barnbow Social Club would remain and its future was dependent on the landowner, but there had been discussions on this.
- Members were informed that a full list of tree species to be used would be supplied to Members
- Members were informed that a Management Company would provide the maintenance for the greenspace and public realm areas via an annual fee to residents, which would be as per each individual unit's contract
- Greenspace and public open space needs to be maintained, so the most appropriate method for securing this is via the Management Company and maintenance fee option. If the land was to be adopted by the Council an upfront maintenance payment for a 10 year period would be required, which was a large commitment from the developer and could adversely impact on viability.

- The applicant's representative said there were various reasons why 3 highway access points were proposed: (i) Dilution of traffic exiting onto Manston Lane and so reduction of congestion, (ii) Shorter build programme for the developers, so less disruption in the construction process and a faster build-out rate and (iii) Would assist in the servicing of the site.
- Members were informed a cycling route ran along Manston Lane then into the site alongside the bund, there was also a wider ambition for a cycle route to Scholes.

In offering comments Members raised the following issues:

- Members were generally supportive of the 3 access points onto Manston Lane.
- Could the size of the garages be of sufficient dimensions to accommodate a modern car.
- The layout appeared to be very rigid, could some curves be introduced and could the roof-scape be varied, the overall site needs to be more attractive.
- Could further consideration be given as to how greenspace and public realm could be maintained, the use of a landscape Management Company who charged an annual fee to residents was a grossly unfair mechanism. Future residents should at least be made aware of the costs they would incur by their solicitors before purchase and occupation.
- In response to this, the City Centre Team Leader confirmed that the wider point on options for managing the public open space would be noted. However, the rates that would be charged to future occupiers was not strictly a planning issue for consideration by the Panel at this time.
- It was suggested that more replacement tree planting would be welcomed. The landscape scheme needs to overall be of a good quality, particularly in terms of boundary treatment and providing a "buffer" to the railway line with mature trees planted.
- There had been some degree of naivety around the viability of the site, but the DV's report had given transparency and significantly aided understanding of the position.
- The future of the Barnbow Social Club was an important issue and some definitive responses from the developer are expected on this. The social and historical importance of the Barnbow Social Club is not to be under-estimated.
- Members were supportive of the affordable housing provision proposed. The suggestion that affordable housing led to issues of anti-social behaviour was not supported.

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

- Overall, Members were satisfied that the development accords with the housing policies of the development plan.
- Members were satisfied that the identified impact upon heritage assets was outweighed by the public benefits of the development (housing delivery).
- Members were of the view that the layout and design of dwellings within the two portions of the development, and the relationship to neighbouring developments could be improved.
- Members were satisfied that the development adequately protects the amenity of existing neighbours and provides a good standard of amenity for future occupants.
- Members considered that 3 access points onto Manston Lane was acceptable and needed.
- Members were satisfied that a commuted sum for off-site provision was acceptable in lieu of replacement playing pitch provision on site, subject to the agreement of Ward Members on the final strategy.
- Members were satisfied that the development provided an adequate quantum of replacement planting, taking into account the constraints of the current layout.
- Members were satisfied that the development sought to adequately address sustainability and climate change matters in light of the Climate Emergency but there was also an ambition to go beyond the existing policies within the Core Strategy.
- Members were satisfied that priority had been given to the right matters when considering the viability of the development.
- Members were satisfied that officers had given appropriate weight to each material consideration, and that at present the balance fell in favour of approval, subject to the resolution of those matters raised by Members today and the outstanding issues highlighted in the submitted report.

The Chair thanked the developers for their attendance and contribution. He suggested that the maintenance of the public open space provision was a real concern to Members and asked if further consideration could be given to this issue.

RESOLVED – That the contents of the report be noted.

64 Date and Time of Next Meeting

To note that the next meeting will take place on Thursday, 31st October 2019 at 1.30pm in the Civic Hall, Leeds.

This page is intentionally left blank

Leeds CITY COUNCIL

Originator: C. Briggs
Tel: 0113 2224409

Report of the Chief Planning Officer

City Plans Panel

Date: 31 October 2019

Subject: Planning application reference 19/04828/FU Variation of condition 2 (approved plans) of approval 17/02666/FU for design alterations including an additional floor level at Land at 16 - 18 Manor Road, Holbeck, Leeds LS11 9AH

Applicant	**Date Valid**	**Target Date**
Citylife Developments	02.08.2019	01.11.2019

Electoral Wards Affected:

Beeston & Holbeck

Yes — Ward Members consulted (referred to in report)

Specific Implications For:

Equality and Diversity ☐

Community Cohesion ☐

Narrowing the Gap ☐

RECOMMENDATION:
DEFER and DELEGATE to the Chief Planning Officer for approval subject to the conditions attached at appendix 1 (and any others which he might consider appropriate) and the completion of a Deed of Variation to the original Section 106 Agreement. In the circumstances where the Deed of Variation 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.

1.0 Introduction

1.1 This application is a Minor Material Amendment application (Section 73 Variation of Condition 2 Approved Plans List) to an approved planning permission for 101 flats at 16-18 Manor Road, Holbeck (planning reference 17/02666/FU). It is brought to City Plans Panel because it is a major planning application in the City Centre and seeks amendments to a planning permission that was approved in principle at City Plans Plan on 2nd November 2017.

1.2 In summary, the approved development is made up of 21 studio flats, 56 one-bed flats, 20 two-bed flats and 4 three-bed flats. No car parking is proposed as part of the scheme. The building height was approved at 10 storeys. 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, inspired by the former use of the site, as a metal fabrication business. 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. Site preparation works have started and the applicant states that approximately 60% of the flats have sold.

2.0 Proposal

2.1 The application proposes the following changes to the approved plans:

a. One additional floor consisting of 9 additional flats consisting of 5 one-bed/ 2 two-bed/ 2 three-bed - total flats 110 :
    a. 82 one-bed flats
    b. 22 two-bed flats
    c. 6 three-bed flats

   The building height has been increased by 2925mm, taking the overall height from the approval of 29.950m to 32.875m to now comprise 11 storeys.
b. Removal of opening shutters to windows.
c. Addition of punched metal vertical screens to windows.
d. Lowering of ground floor level.
e. Amendments to entrance ramp.

2.2 The Minor Material Amendment application is supported by the following documents:

- Revised Design and Access Statement including sunlight and daylight study
- Revised Wind Report
- Scaled Plans

3.0 Site and Surroundings

3.1 The site is currently an unsightly, longstanding cleared brownfield site (0.1 hectare) in the Holbeck Urban Village area of Leeds South Bank, in the designated City Centre. The site lies in flood risk zone 2 and is identified as a housing site for 57 dwellings in the Site Allocations Plan. 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 office to the west, and a single storey warehouse to the south. The wider context includes the 6-12 storeys Dandara residential development to the east, the 8 storey offices at The Mint on Sweet Street to the south east, and the Oakapple residential development (part 8, 9 and 12 storeys) located to the south which is currently under construction.

3.2 Opposite the application 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 and south of the site.

4.0 Relevant Planning History

4.1 Planning reference 17/02666/FU for a 10 storey block of 101 apartments with ground floor residents' lounge, cinema room, gym and cycle storage room was approved in principle at City Plans Panel on 2nd November 2017 and planning permission was subsequently granted in July 2018 following the completion of the legal agreement. Applications have been received to discharge planning conditions attached to this planning permission, under references. 19/03247/COND and 19/04515/COND.

4.2 Planning reference 20/537/04/FU for an 8 storey block comprising 45 flats, first floor office and ground floor A1/A3 retail/cafe unit and car parking as amended by planning reference 20/545/05/FU, in order to add 12 additional flats was approved in 2006, and expired in 2011 without implementation.

5.0 Public/Local response

5.1 Planning Application publicity:

- Leeds City Council Public Access website posted 02.08.2019
- Site Notice 13.08.2019
- Press Notice 30.08.2019
- Beeston & Holbeck Ward Members consulted 30.09.2019 and briefed 10.10.2019.

5.2 Councillors Gabriel, Almass and Scopes (Beeston & Holbeck Ward) do not object to the proposed one storey increase in height, however they expressed strong concern regarding the loss of the shutters from the elevations.

6.0 Consultations

6.1 Statutory Consultations

6.1.1 Historic England

No objection. Historic England advise that their earlier comments are noted about the height of the new building with reference to the Council's guidance documents and the setting of the Grade I listed Temple Mill. They also note that the folded metal façade was a creative response to the heritage significance of the site. It is therefore regrettable that it is now proposed to increase the height of the building and also not implement the folded metal façade.

6.1.2 Environment Agency

No objection subject to standing advice regarding flood levels, mitigation and resilience including warning and evacuation.

6.2 Non-statutory Consultations

6.2.1 Leeds City Council (LCC) Transport Development Services

No objection. The alterations to the entrance must be subject to wind survey/tests due to the revised arrangement now leading pedestrians directly towards the highway. Amendments are required to the long stay cycle parking layout on the ground floor in relation to the cycle parking located directly behind doorways.

6.2.2 LCC Flood Risk Management

No objection subject to the condition on the extant planning permission that requires the surface water greenfield discharge rate to be applied unless it can be justified it is not feasible.

6.2.3 LCC Public Rights of Way

A claimed footpath runs from Manor Road to Siddall Street [along the western and southern edge of the site outside the application boundary]. The Public Rights of Way Section have no additional comments to make other than the comments on the original planning application regarding the improvements to and dedication of the footpath abutting the site.

6.2.4 West Yorkshire Police

Advice given regarding security, access control, cycle parking and CCTV in the interests of the safety of future residents.

6.2.5 LCC Nature Conservation
There should be no significant nature conservation concerns with this application.

6.2.6 LCC Environmental Studies (Road Noise)
The same sound attenuation measures identified within the Noise Impact Assessment prepared by ENS Ltd in support of the original application (17/02666/FU) should be incorporated into the new design and additional floor level.

6.2.7 LCC Conservation & Design Team
Strong concern regarding the loss of architectural quality to the façade as a result of proposed removal of the approved window shutters. However in heritage terms it is not considered that the proposal would harm the special character of the nearby Grade I Listed Temple Mill.

6.2.8 Architectural Aerodynamics Wind Consultants
Discussions are in progress between the applicant's and the Council's wind consultants in relation to the conclusions of the wind assessment at the time of writing. An update will be provided at Plans Panel.

7.0 Planning Policy

7.1 Statutory Context

7.1.1 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 at this site, the Development Plan for Leeds currently comprises the following documents:

- Leeds Core Strategy 2014 (as amended by the Core Strategy Selective Review 2019)
- Saved Unitary Development Plan Review Policies (UDPR 2006)
- The Natural Resources & Waste Local Plan (NRWLP, Adopted January 2013) including revised policies Minerals 13 and 14 (Adopted September 2015).
- Leeds Site Allocations Plan (SAP – Adopted 2019)
- There is no Neighbourhood Plan for this site.

Development Plan

7.2.1 **Leeds Core Strategy (as amended 2019)**

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

- Spatial policy 1 location of development
- Spatial policy 3 role of Leeds City Centre
- Spatial policy 6 housing requirement and allocation of housing land
- Spatial policy 8 economic development priorities
- Policy CC1 City Centre development
- Policy CC2 City Centre south
- Policy CC3 improving connectivity between the City Centre and neighbouring communities
- Policy H3 density of residential development
- Policy H4 housing mix
- Policy H5 affordable housing
- Policy H9 Space standards
- Policy H10 Accessible dwellings
- Policy EN1 carbon dioxide reduction
- Policy EN2 sustainable design and construction
- Policy EN4 district heating

- Policy EN5 managing flood risk
- Policy G9 biodiversity improvements
- Policy P10 design
- Policy P11 heritage
- Policy P12 landscape
- Policy T1 transport management
- Policy T2 accessibility requirements and new development
- Policy ID2 planning obligations and developer contributions

7.2.2 **Leeds Unitary Development Plan Review 2006 Saved Policies**

Relevant saved policies include:

- Policy GP5 all relevant planning considerations
- Policy BD2 design and siting new buildings
- Policy BD4 mechanical plant
- Policy BD5 residential amenity
- Policy LD1 landscaping
- Policy CC2 City Centre boundary

7.2.3 **Leeds Natural Resources & Waste Plan 2013**

The Natural Resources and Waste Development Plan Document (Local Plan) is part of the Local Development Framework. The plan sets out where land is needed to enable the City to manage resources, like minerals, energy, waste and water over the next 15 years, and identifies specific actions which will help use natural resources in a more efficient way. Relevant policies include:

- Minerals 2 minerals safeguarding area sand and gravel
- Minerals 3 mineral safeguarding area coal
- Air 1 management of air quality through new development
- Water 1 water efficiency
- Water 2 protection of water quality
- Water 4 development in flood risk areas
- Water 6 flood risk assessments
- Water 7 surface water run-off
- Land 1 contaminated land

7.2.4 **Leeds Site Allocation Plan 2019**

The site is identified for housing in the SAP for 57 flats under site reference HG1-463.

7.3 **Relevant Supplementary Planning Guidance includes:**

Leeds Parking SPD
Street Design Guide SPD
Neighbourhoods for Living SPG
Travel Plans SPD
Accessible Leeds SPD
Building for Tomorrow Today: Sustainable Design and Construction SPD
City Centre Urban Design Strategy
Holbeck South Bank SPD 2016

7.4 **Holbeck South Bank SPD 2016**

The Holbeck South Bank SPD was adopted in June 2016 as an updated revision to the 1999 and 2006 Holbeck Urban Village Planning Frameworks. As with earlier versions the main aim of the SPD is to create vibrant, sustainable, mixed use communities whilst safeguarding the unique historic character of the area. The whole of Holbeck, South Bank, is designated as a mixed-use area which should include a mixture of working, living, retailing and recreational opportunities. It is intended that the area should meet some of the identified need for City Centre housing. Further

improvements to connectivity are encouraged. A pedestrian and cycling friendly environment is sought in part by minimising through traffic in the area. Encouragement will also be given to developing with the minimum acceptable parking provision. The site falls within the Eastern Gateway character area. It may be appropriate for new buildings to gradually increase in height away from the listed buildings. Buildings should define street frontages and provide pavement widths responding to building scale. New footpath links are encouraged and new public realm should be given an adequate sense of enclosure by the buildings that define them. Relevant specific proposals for this area include the extension and enhancement of the footpath linking Manor Road to Siddall Street as part of a new network of routes between Manor Road, Sweet Street and Marshall Street.

7.5 **National Planning Policy Framework (NPPF)**

The NPPF sets out the Government's planning policies for England and how these should be applied (para 1), and is a material consideration in planning decisions (para 2). It states that the purpose of the planning system is to contribute to the achievement of sustainable development (para 7) and goes on to state that mitigating and adapting to climate change is a core planning principle (para 8). It states that decision makers at every level should seek to approve applications for sustainable development where possible (para 38). The Framework sets policies on the following issues which are relevant to this planning application proposal (including section numbers):

2 Achieving sustainable development (paras 7, 8, 10, 11, 12)
4 Decision making (paras 38, 39, 40, 41, 43, 47, 48, 54, 55, 56, 57, 58)
5 Delivering a sufficient supply of homes (59, 62, 63, 64)
6 Building a strong competitive economy (80)
7 Ensuring the vitality of town centres (85, 86)
8 Promoting healthy and safe communities (91, 92, 95)
9 Promoting sustainable transport (102-11)
11 Making effective use of land (117, 118, 119,122, 123)
12 Achieving well designed places (124-131)
14 Meeting the challenge of climate change and flooding (148-165)
15 Conserving and enhancing the natural environment (including ground conditions para 178-179 and noise para 182)
16 Conserving and enhancing the historic environment (including paras 189-200)

7.6 **Other material considerations**

7.6.1 **Holbeck Neighbourhood Plan 2018**

Although the Holbeck Neighbourhood Plan area is to the south of Sweet Street and does not directly affect this site, a key objective of the adopted plan is to seek better connections for pedestrians, cyclists and public transport in the area between Holbeck and the City Centre. This development would improve the quality of pedestrian connections north to south in the area.

8.0 Main Issues

The proposed amendments consist of:

a. One additional floor consisting of 9 flats
b. Removal of opening shutters to windows
c. Addition of punched metal vertical screens to windows
d. Lowering of ground floor level
e. Amendments to entrance ramp

Assessment of the impact of the proposed amendments to the approved plans on the following main issues:

8.1 Design, Scale, Massing and the Setting of the Grade I Listed Temple Mill
8.2 Housing Quality
8.3 Residential Amenity at Manor Mills
8.4 Flood risk
8.5 Wind
8.6 Climate Change and Sustainability
8.7 Planning obligations and Community Infrastructure Levy (CIL)

9.0 **Appraisal**

9.1 **Design, Scale, Massing and the Setting of the Grade I Listed Temple Mill**

9.1.1 This application relates to post-planning permission design amendments to an approved development where works have commenced on-site. Consideration of design and heritage matters is assessed in relation to the Development Plan Core Strategy policies P10 and P11, however two paragraphs of the NPPF are also particularly relevant in this case:

Paragraph 130 of the NPPF states that:
"Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used)."

Paragraph 131 of the NPPF states:
"In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings."

9.1.2 The applicant states that the window shutters on the approved façade composition cannot be included for procurement reasons due to a difficulty in sourcing a suitable shutter system, following the ceasing of production by the manufacturer.

9.1.3 In architectural design the proportion of recessed glazed windows to solid wall (the 'solid:void ratio') usually remains static rather than dynamic. The architect's original idea for the window shutters in this case would mean that the solid to void ratio had potential to change all the time and remain anchored within a well-ordered bronze-coloured metal façade. The approved planning permission plans demonstrated a clever method of how a façade can be given movement and variety. Shutters on windows are usually secondary elements that are forward of the window and the wall-line. The shutters on this planning permission were designed to be of the same material as the façade in the same place, and the flush fitting of the shutters with the wall-line meant that when closed the shutters effectively became part of the wall-panelling rather than an add-on in a different plane. The façade could go from a solid wall, when all the shutters were closed, to some or all being open, which would give an ordered variation to the façade. This would have added interest from the projecting element of the shutter, adding a three dimensional feature to the façade treatment, especially when combined with the angled elevations on each face of the building.

This created a subtle, calm façade which also had the potential for multiple variations across its extent. This variation of the façade would be even more pronounced at night as the lighting in the flats would be visible to varying degrees.

9.1.4 The revised window treatment is for recessed full-height windows with a perforated metal screen to one side of the window. This presents a calm, ordered and well-detailed elevation that would still feature an angled/folded bronze-coloured façade to all four sides of the building. The proposed cladding would be a high quality material with an appropriate metallic finish. It is considered that this façade approach remains positive and imaginative, and would give variety to the streetscene and the character of the surrounding area.

9.1.5 With regard to the comments by Historic England, whilst they state that it is regrettable that it is now proposed to increase the height of the building and not implement the folded metal façade, they do not object to the proposed amendments. It is noted that the 'folded metal' motif created by the angled façade is still part of the revised design, but the window shutters have been removed from the plans.

9.1.6 With regard to the proposal for an additional storey, taking the proposed building height up to approximately 33m or 11 storeys, the Holbeck South Bank SPD 2016 (Part 2, Section 11 Eastern Gateway area p42-3) states that there is potential for a building at this site to be 7-9 storeys in height. It is considered that development along Manor Road should generally step down from east to west towards the Grade I listed Temple Mill, which is framed at the western end of the street. Marshall Street is also the boundary of the Holbeck Conservation Area. Buildings vary in scale from the east at Velocity flats (5-7 storeys), the Dandara flats (6-12 storeys) and Manor Mills flats (8-9 storeys) adjacent to this site, towards the western end of Manor Road. Although this proposal would result in a short section of street stepping up, the upper two floors would be set back from the main façade. The proposed increase in height would also act as a focal point at the junction of David Street and Manor Road, and mark the northern end of Siddall Street to the south. The 8 storey Mint office building and the Oakapple site under construction (part 8-9-12 storey) to the south also form part of this wider urban block between Sweet Street and Manor Road. The proposed building would be a similar height to The Mint, which has less storeys but greater floor to ceiling heights due to its office use. It is considered that there is sufficient distance, approximately 100m, to the Grade I Listed Temple Mill to avoid an overbearing and overdominant effect on its setting. It is not considered that the proposal would obscure or interrupt views of the principal interest facades of Temple Mill from Manor Road.

9.1.7 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990) states that Local Planning Authorities (LPAs) must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses and pay special attention to the desirability of preserving or enhancing the character and appearance of a Conservation Area.

9.1.8 In summary, whilst the loss of the window shutters is regrettable (noting comments by officers, Historic England and Ward Councillors), for the reasons above it is considered that the revised proposal represents a high quality building design that would enhance the special character and significance of the setting of the Grade I listed building in accordance with Core Strategy Policies P10 and P11, the NPPF and the statutory duties under the Planning (Listed Buildings and Conservation Areas) Act 1990).

9.2 **Housing Quality**

9.2.1 The majority of the accommodation would meet the Nationally Described Housing Standards, with the exception of the 21 studio flats which would be 31sqm each. The extant planning permission was approved some time before the adoption of Core Strategy Policy H9. At the time of consideration in 2017, it was considered on balance although some flats were smaller than the standard, the proposed layout, daylight, circulation and juxtaposition of living functions in these flats would be acceptable. The additional flats proposed in this amendment application all meet Policy H9 with the exception of flat 808 which features a 10.4sqm bedroom (Policy H9 requirement = 11sqm).

9.2.2 The accessible housing standard M4(2) 'accessible and adaptable dwellings' contained within Part M volume 1 of the Building Regulations provides a higher level of accessibility and adaptability than standard dwellings ('standard dwellings' are those which meet the requirements of M4(1) of Part M volume 1 of the Building Regulations). The accessible housing standard M4(3) 'wheelchair user – adaptable dwellings' provides a standard for dwellings which are accessible for wheelchair users or can easily be adapted to be suitable for wheelchair users. Core Strategy Policy H10 requires developments to provide a 30% 'accessible and adaptable' dwellings and 2% 'wheelchair user adaptable' dwellings. This application does not propose either type of flat.

9.2.3 Core Strategy Policy H4 on Housing Mix sets the following ranges and targets across the Local Authority area:

Size*	Max %	Min %	Target %
1 bed	50	0	10
2 bed	80	30	50
3 bed	70	20	30
4 bed+	50	0	10

The additional storey would provide 9 flats in the following mix:

- 5 One-bed flats 56%
- 2 Two-bed flats 22%
- 2 Three-bed flats 22%

The extant approval would provide 76% one-bed, 20% two-bed and 4% three-bed flats.

The revised proposal would provide 74.5% one-bed, 20% two-bed and 5.5% three-bed flats.

The policy allows an element of discretion, such that the nature and location of the scheme to be taken in to account when assessing housing mix. Therefore, whilst the revised application proposal does not meet the targets for each type of flat, it would provide a better mix than the extant planning permission, with a lower proportion of one-bed flats and a higher proportion of three-bed flats proposed.

9.2.4 Core Strategy Policy H5 as amended requires 7% affordable housing in this location. The applicant has agreed to 7% affordable housing on-site (8 flats), split 60:40 social rent:intermediate housing. This would be secured in a Deed of Variation to the existing Section 106 Agreement.

9.2.5 In summary, the revised proposal would not provide any 'accessible and adaptable' or wheelchair user adaptable' flats under Core Strategy Policy H10, 21 flats would be smaller than the required space standard, and the housing mix would not be in line with the targets in Core Strategy Policy H4. However, in this case it is considered

reasonable not to re-visit the assessment of all the flats in the 2018 extant planning approval, given the status and timing of the extant planning permission, the progress of detailed building design, the scope and timing of the proposed amendments, the advanced stage of the development post-planning permission, and that the understanding 60% of the flats have been sold. The applicant states that due to the above factors, the structural grid, fire compartment walls, and vertical service and drainage runs, are now fixed in the construction stage building design. Noting the site's specific circumstances, it is considered on balance that the benefits of the proposal to regenerate a brownfield site with a high quality sustainable building that would enhance the setting of a listed building, and provide an increase in affordable housing provision, would outweigh these shortfalls.

9.3 **Residential Amenity at Manor Mills**

9.3.1 The applicant has confirmed that the increased height of the proposal would not lead to additional loss of daylight or sunlight to neighbouring properties at Manor Mills. The siting of the proposal is unchanged from the extant approval. The positioning of open window shutters on the approved plans at ninety degrees to the façade would have limited some oblique views from the proposal building to flats in the south-facing wing of Manor Mills, however the angle and distance between the two buildings would remain sufficient to limit direct overlooking in the absence of window shutters. It is therefore considered that the proposal would meet Core Strategy Policies P10 and CC1 and Saved UDPR Policies GP5 and BD5 and the NPPF.

9.4 Flood risk

9.4.1 The Finished floor level of the ground floor is to be revised to 28.4mAOD which was previously conditioned under the extant planning permission. This level is above the 1 in 100 +20% uplift for climate change level plus an additional 400mm freeboard. Although the proposal seeks to lower the ground floor level of the building, it would still meet the requirements in the approved Flood Risk Assessment. It is therefore considered that the submitted flood risk and drainage proposal would comply with the requirements of the NPPF, Core Strategy policy EN5 and NRWLP policies Water 4, 6, and 7 and the NPPF.

9.5 Wind

9.5.1 The applicant has submitted a quantitative wind report in support of the amended application, which is being independently peer reviewed by a qualified and experienced wind consultant on behalf of the Council. The outcome of the review is pending at the time of writing, an update will be provided verbally at Plans Panel.

9.6 Climate Change and Sustainability

9.6.1 Leeds City Council has recently declared a Climate Change Emergency. Existing adopted Development Plan policies seek to address the issue of climate change by ensuring that development proposals incorporate measures to reduce the impact on non-renewable resources and carbon dioxide emissions. This development would provide new City Centre dwellings and make better use of a sustainably-located vacant brownfield site. The key measures incorporated into this proposal to address climate change and sustainability concerns are summarised below.

9.6.2 Core Strategy Policies EN1 and EN2 requires all developments of 1000sqm or more to reduce the total predicted carbon dioxide emissions to achieve 20% less than the Building Regulations Target Emission Rate and provide a minimum of 10% of the predicted energy needs of the development from low carbon energy. In this case the applicant has confirmed that they would achieve the policy requirements, including the energy requirements, which would be met by utilising rooftop solar panels.

9.6.3 The applicant has also agreed to the low water usage target.

9.6.4 The development does not have any car parking spaces, it is in a sustainable City Centre location close to Leeds City Station and a number of bus routes. The proposal is supported by sustainable travel measures including secure long and short stay cycle parking, promotion of the use of the City Car Club, and an approved Travel Plan with a residential travel fund for future residents. These measures all help to reduce car journeys and promote sustainable travel behaviour, which in turn would reduce pollution and congestion and the causes of climate change, as well as improving air quality, and promoting healthier lifestyles and wellbeing.

9.7 Planning obligations and Community Infrastructure Levy (CIL)

9.7.1 A legal test for the imposition of planning obligations was introduced by the Community Infrastructure Levy Regulations 2010. These provide that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

a. necessary to make the development acceptable in planning terms;
b. directly related to the development; and
c. fairly and reasonably related in scale and kind to the development.

9.7.2 Adopted policies result in the following matters being addressed by way of Section 106 Agreement and are included in the extant Agreement. However a Deed of Variation would be required (1) to incorporate the amended planning permission (if granted) into the original Agreement, (2) increase the level of affordable housing from 5% to 7% and (3) increase the Travel Plan monitoring fee and residential travel fund sums:

- Affordable Housing 7% in a pro-rata mix of flats split 60:40 social rent:intermediate housing on-site
- Residential Travel Fund £17,527.50
- Car club trial provision £10,000
- Amendments to traffic regulation order to replace 3 pay and display bays to accommodate loading and car club £7,500
- Contribution to mitigate the impact of the loss of 3 pay and display bays £18,000
- Travel plan monitoring fee £3060
- Public access to pedestrian route
- Cooperation with local jobs and skills initiatives

9.7.3 The proposed development could therefore bring about benefits for the local area and certain elements of concern or Development Plan policy requirements arising from the development could suitably be addressed via the imposition of planning obligations. In light of this it is considered that the Council is justified in seeking such obligations and others that may arise as a result of the development.

9.7.4 The proposal would be subject to the Community Infrastructure Levy (CIL) and the initial sum calculated is £42,469.58. This is for information only and is not a material planning consideration in the assessment of the overall planning application and decision-making process.

10.0 Conclusion

10.1 This scheme is a significant regeneration opportunity that will contribute to the delivery of the Council's adopted place-making vision for the transformation of the Holbeck area of Leeds South Bank.

10.2 The extant 2018 planning permission for this site pre-dates the adoption of the Core Strategy Selective Review this year. As a result of the advanced design stage of this approved development, the timing of its determination and this proposed amendment,

and the understanding that 60% of the flats have been sold off-plan, the current revised proposal as a whole would not fully meet the requirements of policies H9, H10 and H4. The applicant states that due to the above factors the structural grid, fire compartment walls, and vertical service and drainage runs, are now fixed in the construction stage building design. However this is balanced against an increase in affordable housing provision, the delivery of new housing in the South Bank/City Centre, and the construction of high-quality sustainable building that would regenerate a vacant brownfield site and enhance the setting of a Grade I Listed Building.

10.3 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990) states that Local Planning Authorities (LPAs) must have special regard to the desirability of preserving listed building(s) or their setting or any features of special architectural or historic interest which they possess and pay special attention to the desirability of preserving or enhancing the character and appearance of a Conservation Area. Although the proposed amendments would result in a less striking architectural treatment than originally approved, this is not considered sufficient reason to refuse this proposal. The proposal would feature a well-ordered architecture and an imaginative bronze-coloured folded metal façade, which would give interest and variety to the streetscene. The proposed building height would be in keeping with the general scale of surrounding buildings and those under construction nearby. It is therefore considered that the revised proposal would still enhance the setting and significance of the Grade I listed building Temple Mill and the character and appearance of the nearby Holbeck Conservation Area.

10.4 The proposal is on balance in accordance with the Development Plan and national planning policy as described above, and it is recommended that planning permission is granted subject to the conditions and planning obligations set out at paragraph 9.7.2 and at Appendix 1.

Background Papers:
Application files 17/02666/FU & 19/04828/FU

Appendix 1 Draft Conditions for 19/04828/FU
Appendix 2 Site Layout Ground Floor Plan
Appendix 3 Eighth Floor Plan

DRAFT

Applicant Citylife Developments

Application Number: 19/04828/FU

Agent: ID Planning
Andrew Windress
9 York Place
Leeds
LS1 2DS

Proposed Development At: Land Former 16 - 18 Manor Road, Holbeck, Leeds, LS11 9AH

Proposal: Variation of condition 2 (approved plans) of approval 17/02666/FU for design alterations including an additional floor level

1) The development hereby permitted shall be begun before 13 July 2021.

Imposed pursuant to the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2) The development hereby permitted shall be carried out in accordance with the plans listed in the Plans Schedule

For the avoidance of doubt and in the interests of proper planning

3) The approved Phase I Desk Study report indicates that a Phase II Site Investigation is necessary, and therefore development shall not commence until a Phase II Site Investigation Report has been submitted to, and approved in writing by, the Local Planning Authority.

Where remediation measures are shown to be necessary in the Phase II Report and/or where soil or soil forming material is being imported to site, development shall not commence until a Remediation Statement demonstrating how the site will be made suitable for the intended use has been submitted to, and approved in writing by, the Local Planning Authority. The Remediation Statement shall include a programme for all works and for the provision of Verification Reports.

To ensure that the presence of contamination is identified, risks assessed and proposed remediation works are agreed in order to make the site 'suitable for use'.

4) If remediation is unable to proceed in accordance with the approved Remediation Statement, or where significant unexpected contamination is encountered, the Local Planning Authority shall be notified in writing immediately and operations on the affected part of the site shall cease. An amended or new Remediation Statement shall be submitted to, and approved in writing by, the Local Planning Authority prior to any further remediation works which shall thereafter be carried out in accordance with the revised approved Statement.

To ensure that any necessary remediation works are identified to make the site suitable for use.

5) Remediation works shall be carried out in accordance with the approved Remediation Statement. On completion of those works, the Verification Report(s) shall be submitted to the Local Planning Authority in accordance with the approved programme. The site or phase of a site shall not be brought into use until such time as all verification information has been approved in writing by the Local Planning Authority.

To ensure that the remediation works are fully implemented as agreed and the site has been demonstrated to be suitable for use.

6) Prior to the commencement of development, a Statement of Construction Practice shall be submitted to and approved in writing by the Local Planning Authority. The Statement of Construction Practice shall include full details of:
a. the methods to be employed to prevent mud, grit and dirt being carried onto the public highway from the development hereby approved;
b. measures to control the emissions of dust and dirt during construction;
c. location of site compound and plant equipment/storage;
d. location of contractor and sub-contractor parking;
e. how this Statement of Construction Practice will be communicated by the developer to local residents
f. Construction works and delivery hours shall be restricted to 0800-1800 hours Monday to Friday, 0800-1300 hours on Saturdays, with no works on Sundays and Bank Holidays.

The approved details shall be implemented at the commencement of work on site, and shall thereafter be retained and employed until completion of works on site. The Statement of Construction Practice shall be made publicly available for the lifetime of the construction phase of the development in accordance with the approved method of publicity.

In the interests of residential amenity of occupants of nearby property

7) The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) reference no: 17028, Manor Road Leeds, Flood Risk Assessment & SuDS Statement, dated April 2017 and the following mitigation measures detailed within the FRA:
a. Ground floor finished levels shall be set no lower than 28.4m above Ordnance Datum (AOD).
b. There shall be no sleeping accommodation on the ground floor.
c. Safe routes into and out of the site to an appropriate safe haven shall be provided.
d. preparation of a flood risk warning and evacuation plan

To reduce the risk of flooding to the proposed development and future occupants, reduce the risks of flooding to occupants in a flood event, and to ensure safe access and egress from and to the site.

8) Building operations shall not commence until a drainage scheme (i.e. drainage drawings, summary calculations and investigations) detailing the surface water drainage works has been submitted to and approved in writing by the Local Planning Authority. The surface water discharges should be restricted to 5 l/s unless otherwise otherwise agreed in writing with the Local Planning Authority and surface water drainage scheme shall be accord with the Leeds City Councils Minimum Development Control Standards for Flood Risk. The works shall be implemented in accordance with
the approved scheme before the development is brought into use.

To ensure sustainable drainage and flood prevention.

9) No piped discharge of surface water shall take place until works to provide a satisfactory outfall for surface water have been completed in accordance with details to be submitted to and approved by the local planning authority before development of that phase commences.

To ensure that the site is properly drained and surface water is not discharged to the foul sewerage system which will prevent overloading.

10) Prior to the commencement of building works, details of all external cladding materials, including an external cladding maintenance strategy, and a sample panel of all external facing materials, roofing and glazing types to be used shall be constructed on-site and approved in writing by the Local Planning Authority. The external cladding and glazing materials shall be constructed in strict accordance with the sample panel(s) which shall not be demolished prior to the completion of the development. The development shall be managed in accordance with the approved external cladding maintenance strategy thereafter.

In the interests of visual amenity.

11) No building works shall be commenced until full 1 to 20 scale working drawing details of the following have been submitted to and approved in writing by the Local Planning Authority:
a. soffit, roof line and eaves treatments
b. junctions between materials
c. each type of window bay proposed
d. ground floor frontages
The works shall be carried out in accordance with the details thereby approved.

In the interests of visual amenity and the character of the surrounding area.

12) No surfacing works shall take place until details and samples of all surfacing materials have been submitted to and approved in writing by the Local Planning Authority. Such materials shall be made available on site prior to the commencement of their use, for the inspection of the Local Planning Authority who shall be notified in writing of their availability. The surfacing works shall be constructed from the materials thereby approved and completed prior to the occupation of the building.

In the interests of visual amenity.

13) Landscaping works shall not commence until full details of both hard and soft landscape works, including an implementation programme, have been submitted to and approved in writing by the Local Planning Authority. Hard landscape works shall include
a. proposed finished levels and/or contours,
b. boundary details and means of enclosure,
c. other vehicle and pedestrian access and circulation areas,
d. hard surfacing areas,
e. minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.),
f. proposed and existing functional services above and below ground (e.g. drainage, power cables, communication cables, pipelines etc., indicating lines, manholes, supports etc.).

Soft landscape works shall include
g. planting plans
h. written specifications (including soil depths, soil quality, tree pits, cultivation and other operations associated with plant and grass establishment) and

i. schedules of plants noting species, planting sizes and proposed numbers/densities.

All hard and soft landscaping works shall be carried out in accordance with the approved details, approved implementation programme and British Standard BS 4428:1989 Code of Practice for General Landscape Operations. The developer shall complete the approved landscaping works and confirm this in writing to the Local Planning Authority prior to the date agreed in the implementation programme.

To ensure the provision and establishment of acceptable landscape.

14) A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development. The landscape management plan shall be carried out as approved.

To ensure successful aftercare of landscaping.

15) If within a period of five years from the date of the planting of any tree/hedge/shrub that tree/hedge/shrub, or any replacement, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree/hedge/shrub of the same species and size as that originally planted shall be planted in the same location as soon as reasonably possible and no later than the first available planting season, unless otherwise agreed in writing by the Local Planning Authority.

To ensure maintenance of a healthy landscape scheme

16) No building works shall take place until details for the provision of off-site highways works shown on the submitted plan reference 17027-GA-01-E have been submitted to and approved in writing by the Local Planning Authority for inclusion in the section 278 Highways Agreement or to be secured by such other procedure as may be agreed between the applicants and the Local Planning Authority. Works shall be completed prior to the occupation of the development, unless otherwise agreed in writing by the Local Planning Authority.

In the interests of pedestrian and vehicular safety.

17) Notwithstanding the details shown on the plans hereby approved and prior to the commencement of building works, full details of the facilities for the parking of cycles for residents shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until the cycle parking facilities thereby approved have been provided. The facilities shall thereafter be retained and maintained as such.

In in the interest of promoting sustainable travel.

18) Prior to the installation of any extract ventilation system or air conditioning plant, details of such systems shall be submitted to and approved in writing by the Local Planning Authority. Any external extract ventilation system/air conditioning plant shall be installed and maintained in accordance with the approved details. The systems shall limit noise to a level at least 5dBA below the existing background noise level (L90) when measured at the nearest noise sensitive premises including flats within the development with the measurements and assessment made in accordance with BS4142:1997.

In the interests of visual and residential amenity.

19) No building works shall commence until a detailed acoustic assessment of the proposed building and a noise insulation scheme, including details of any necessary mechanical ventilation equipment, have been submitted for formal written approval by the Local Planning Authority. The scheme shall be designed to protect the amenity of the residents of the proposed dwellings from noise from surrounding roads, adjoining uses and any plant or equipment associated with the approved building. The noise insulation scheme for the development shall be designed to achieve internal noise levels in living spaces not exceeding 35dBLAeq and 30dBLAeq in bedrooms at night, with peak levels kept below 45dBLAmax. The approved scheme shall be implemented prior to occupation of the dwellings and retained thereafter

In the interests of residential amenity

20) Prior to the commencement of building operations an updated Sustainability Statement shall be submitted to and approved in writing by the Local Planning Authority, which shall include a detailed scheme comprising:
a. a recycled material content plan (using the Waste and Resources Programme's (WRAP) recycled content toolkit)
b. a Site Waste Management Plan (SWMP)
c. an energy plan and full details showing the method of generation and the amount of on-site energy produced by the selected Low and Zero Carbon (LZC) technologies and that it produces a minimum of 10% of total demand
d. details that demonstrate a minimum of 20% carbon dioxide emissions reduction against Part L of the 2013 Building Regulations and
e. details that demonstrate how the Low Water Usage Target is met
The development shall be carried out in accordance with the details as approved above;

f. Within 6 months of the occupation of the development a post-construction review statement shall be submitted by the applicant including formal accreditation and approved in writing by the Local Planning Authority

The development and buildings comprised therein shall be maintained and any repairs shall be carried out all in accordance with the approved detailed scheme and post-completion review statement or statements.

In the interests of sustainable development and climate change.

21) Prior to first occupation a scheme detailing the method of storage and disposal of litter and waste materials, including recycling facilities, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include a description of the facilities to be provided including, where appropriate, lockable containers and details of how the recyclable materials will be collected from the site with timescales for collection. The approved scheme shall be implemented before the development hereby permitted is brought into use and no waste or litter shall be stored or disposed of other than in accordance with the approved scheme.

In the interests of amenity and to promote recycling.

22) Notwithstanding details shown on the plans hereby approved the gradient of pedestrian ramps shall meet BS8300:2009+A1:2010. Works shall be carried out in accordance with the approved details and retained as such thereafter.

In the interests of accessibility for all.

23) No works to or removal of trees or shrubs shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds nests immediately before (within 24 hours) the works commence and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the Local Planning Authority within 3 days of such works commencing.

To protect nesting birds in vegetation and built structures in accordance with the Wildlife and Countryside Act 1981 (as amended) and BS 42020:2013.

24) a) No works shall commence until all existing trees, hedges, bushes shown to be retained on the approved plans are fully safeguarded by protective fencing and ground protection in accordance with approved plans and specifications and the provisions of British Standard 5837 (2012) Trees in relation to design, demolition and construction, unless otherwise agreed in writing by the Local Planning Authority. Such measures shall be retained for the duration of any demolition and/or approved works.

b) No works or development shall commence until a written arboricultural method statement for a tree care plan has been submitted to and approved in writing by the local planning authority. Works or development shall then be carried out in accordance with the approved method statement.

c) No equipment, machinery or materials shall be used, stored or burnt within any protected area. Ground levels within these areas shall not be altered, nor any excavations undertaken including the provision of any underground services, without the prior written approval of the Local Planning Authority.

d) Seven days written notice shall be given to the Local Planning Authority that the protection measures are in place prior to demolition and/or approved works, to allow inspection and approval of the works.

To ensure the protection and preservation of trees, hedges, bushes and other natural features that make a positive contribution to the character and amenities of the area. In the absence of appropriate measures the retention and long term health of such vegetation could be compromised by the carrying out of the approved development.

Plans Schedule :-

Plan Type	Plan Reference	Received
Site Location Plan/Red Line/OS Plan	P101 C	27.09.2017
Block Plan/Layout Plan	17027-GA-01-E	01.11.2017
Other	NOISE REPORTNIA/7323/17/7188/v1 2	24.05.2017
Other	FLOOD RISK ASSESSMENTVERSION	24.05.2017
Travel Plan	Rev 2	09.10.2017

Reason(s) for granting consent:-

For information:-

1) In reaching a decision the case officer dealing with the application has worked with the applicant/agent in a positive way to produce an acceptable scheme in accordance with the National Planning Policy framework.

2) The future occupants of the dwellings will not be eligible for permits in any existing or future residents only parking permit zones (except disabled parking).

3) This permission does not absolve the applicant(s) from the requirements for compliance with a Building Regulation approval, or the duty of compliance with any requirements of any Statutory Body, Public Utility or Authority.

The applicant is advised that where any of the following apply, The Party Wall Act 1996 provisions are relevant, and you may well need to serve notice and get agreement from adjoining owners/neighbour(s) to carry out the work;

- work carried out directly to an existing party wall or structure
- new building at or astride the boundary line between properties
- excavation within 3 or 6 metres of a neighbouring building or structure depending on the depth of the hole or proposed foundations.

4) All reports addressing land contamination should be compiled in accordance with best practice and policies Land 1 of the Natural Resources and Waste Local Plan 2013 and GP5 of the Unitary Development Plan Review 2006.

Prior to preparing any reports in compliance with conditions related to land contamination the applicant is also advised to refer to the Leeds City Council guidance leaflets in the series:- The Development of Contaminated Sites:
The Blue Leaflet (CL2) - Reports in Support of Planning Applications
The Yellow Leaflet (CL4) - Residential Development on Land Affected by Contamination

These leaflets can be obtained at www.leeds.gov.uk/contaminatedland

5) The applicant is advised that remediation of any contaminated site is required to a standard such that the site would be suitable for use policies Land 1 of the Natural Resources and Waste Local Plan 2013 and GP5 of the Unitary Development Plan Review 2006. This includes the quality of imported soils and soil forming materials. The developer is responsible for the ensuring that development is safe and suitable for use for the intended purpose.

6) The contractor must ensure compliance with current legislation on noise and dust control including the Environmental Protection Act 1990 and the Control of Act 1974. Relevant Codes of Practice set out procedures for dealing with the control of noise on construction and demolition sites are contained in BS5228: 2009 Noise and Vibration Control on Construction and Open Sites.

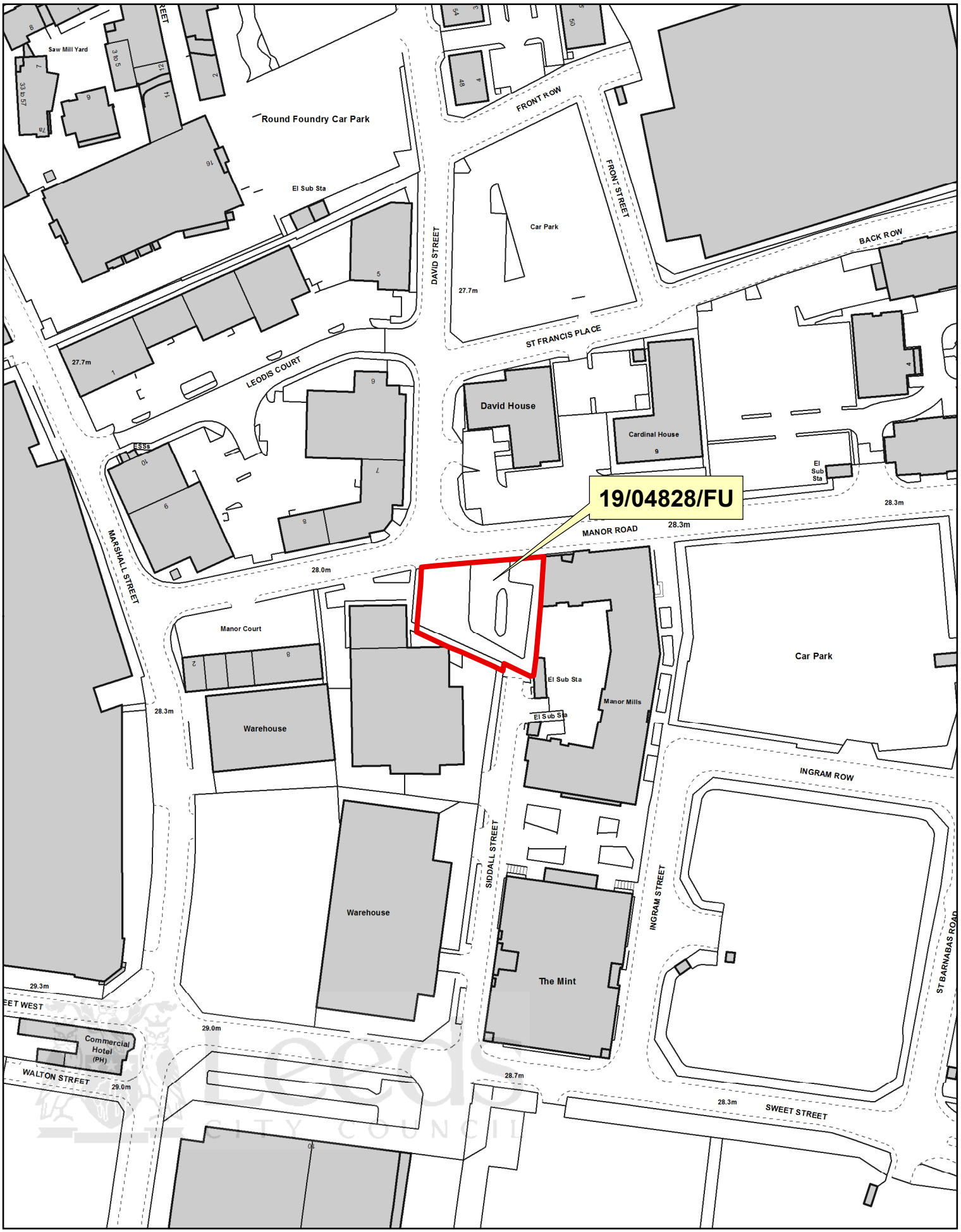
7) The applicant is requested to consider participating in the Considerate Constructor's Scheme, details of which can be found here:
http://www.ccscheme.org.uk/

8) Consideration should be given to use of flood proofing measures to reduce the impact of flooding when it occurs. Flood proofing measures include barriers on ground floor doors, windows and access points and bringing in electrical services into the building at

a high level so that plugs are located above possible flood levels. Consultation with Leeds City Council building control department is recommended when determining if flood proofing measures are effective. Additional guidance can be found in Environment Agency Flood line Publication 'Damage Limitation'. A free copy of this is available by telephoning 0345 988 1188 or can be found on the Environment Agency website www.environment-agency.gov.uk click on 'flood' in subjects to find out about, and then 'floodline'. Reference should also be made to the Department for communities and local Government publication 'Preparing for Floods' please email: communities@twoten.com for a copy or alternatively go to: http://www.planningportal.gov.uk/uploads/odpm/4000000009282.pdf as well as the Communities and Local Government publication `Improving the flood performance of new buildings' which can be viewed at: http://www.communities.gov.uk/publications/planningandbuilding/improvingflood. The Practice Guidance to the National Planning Policy Framework states that those proposing developments should take advice from the emergency services when producing an evacuation plan for the development as part of the flood risk assessment.

The applicant should be aware that there is an Agreement/Obligation by way of undertaking under Section 106 of the Town and Country Planning Act 1990 affecting this site.

Further information regarding rights of appeal, removing site notices etc will appear from this point forward on the final decision notice when it is produced.



CITY PLANS PANEL

© Crown copyright and database rights 2019 Ordnance Survey 100019567

PRODUCED BY CITY DEVELOPMENT, GIS MAPPING & DATA TEAM, LEEDS CITY COUNCIL

SCALE : 1/1500

Planning Note

The following comments relate to the current revision with regard to alterations to the planning approved scheme - Application Number: 17/02666/FU

Alterations

- The overall building height has increased from 10 storey to 11 storeys, with a new typical floor inserted at level 8.
- The external shutter design has been updated and a fixed perforated panel has been introduced to a variety of the triple windows.
- The ground floor finish floor level has been lowered, resulting in a reduced number of steps to the entrance and improvement from a wind perspective. A revised wind report has been issued in line with planning condition 24.

SCALE BAR

1 0 1 2 3 4 5

1:100 m

NOTE :

Do not scale from this drawing, use figured dimensions only. Scale bar shown for reference only.

NORTH POINT

Rev	Description	Date	Dr by	App by
M	Cycle store updated further to LCC Comments	02.10.19	YA	
L	Please see detailed revision note for alterations to approved drawings	30.07.19	YA	
K	GF Entrance amended	23.01.18		
J	Wall to ramp amended	31.10.17		
H	Entrance Steps amended for wind mitigation	23.10.17		
G	Red line amended	20.09.17		
F	Entrance and cycle store amended for wind mitigation	18.09.17		
E	Ownership line amended	26.04.17		
D	Cycle store and ramp amended as highway consultant comments	24.04.17		
C	Ramp wall amended	03.4.017		
B	Site context added	24.02.17	PC	
A	Room no.s added	17.02.17		

original by	date created	Approved by
YA	07/29/19	-

NICK BROWN : **ARCHITECTS**

5B Calls Landing
36-38 The Calls
Leeds
LS2 7EW

t: 0113 323 5733

www.nickbrownarchitects.com

project

Arthur's Fold, 16 - 18 Manor Road Holbeck Leeds LS11 9AG

drawing title:

Ground Floor Plan

project number

2016-107

drawing number	revision
P200	M

scale:	issue status
1 : 100 @A1	Planning

NOTES
Contractor must verify all dimensions on site before commencing any work or shop drawings..

Report any discrepancies before commencing work to the Architect. If this drawing exceeds the quantities taken in any way, the architects are to be informed before the work is initiated.

Only figured dimensions to be taken from this drawing. Do not scale off this drawing.

Drawings based on Ordnance Survey and/or existing record drawings - design and drawing content subject to Site Survey, Structural Survey, Site Investigations, Planning and Statutory Requirements and Approvals.

Work within the Construction (Design & Management) Regulations 2007 is not to start until a Health & Safety Plan has been produced.

This drawing is Copyright and must not be reproduced without consent of Nick Brown Architects Ltd

SCALE BAR

1 0 1 2 3 4 5

1:100 m

NOTE :

Do not scale from this drawing, use figured dimensions only. Scale bar shown for reference only.

NORTH POINT

Application boundary

Ownership boundary

Rev	Description	Date	Dr by	App by
F	Units 801 and 804 updated for M4(3) Requirements	20.09.19	YA	
E	This drawing is now the new floor layout for level 8	30.07.19	YA	
D	Red line amended	20.09.17		
C	Minor layout amends	20.04.17		
B	Site context added	24.02.17	PC	
A	Room no.s added	17.02.17		

original by	date created	Approved by
Author	07/29/19	Approver

NICK BROWN : ARCHITECTS

5B Calls Landing
36-38 The Calls
Leeds
LS2 7EW

t: 0113 323 5733

www.nickbrownarchitects.com

project

Arthur's Fold, 16 - 18 Manor Road Holbeck Leeds LS11 9AG

drawing title:

Eighth Floor Plan

project number

2016-107

drawing number	revision
P208	F

scale:	issue status
1 : 100 @A1	Planning

NOTES

Contractor must verify all dimensions on site before commencing any work or shop drawings.

Report any discrepancies before commencing work to the Architect. If this drawing exceeds the quantities taken in any way, the architects are to be informed before the work is initiated.

Only figured dimensions to be taken from this drawing. Do not scale off this drawing.

Drawings based on Ordnance Survey and/or existing record drawings - design and drawing content subject to Site Survey, Structural Survey, Site Investigations, Planning and Statutory Requirements and Approvals.

Work within the Construction (Design & Management) Regulations 2007 is not to start until a Health & Safety Plan has been produced.

This drawing is Copyright and must not be reproduced without consent of Nick Brown Architects Ltd

This page is intentionally left blank

Leeds CITY COUNCIL

Originator: Paul Kendall

Tel: 2224409

Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 31st October 2019

Subject: ERECTION OF BETWEEN 3 AND 6 STOREY BUILDING PROVIDING PURPOSE BUILT STUDENT ACCOMODATION COMPRISING 188 STUDENT ROOMS IN CLUSTER FLATS AND STUDIO FORMAT WITH ADDITIONAL COMMUNAL FACILITIES AND LANDSCAPING. APP.REF. 19/04278/FU AT OAK HOUSE, PARK LANE, LS3 1EL

APPLICANTS: Maple Grove Developments and Rushbond PLC

Electoral Wards Affected:

Little London and Woodhouse

Yes Ward Members consulted

Specific Implications For:

Equality and Diversity ☐

Community Cohesion ☐

Narrowing the Gap ☐

RECOMMENDATION: DEFER and DELEGATE to the Chief Planning Officer for approval subject to expiry of the publicity period and the specified conditions attached to this report at Appendix 1 (and any others which he might consider appropriate) and also the completion of a Section 106 Agreement to include the following obligations:

1. **Restriction on occupancy to full-time students only during term times**
2. **Travel Plan Review Fee of £3528**
3. **Local Employment & Skills Initiative; and**
4. **Any other obligations which arise as part of the application process**

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.

1.0 INTRODUCTION:

1.1 This application is for a student residential scheme comprising 188 bed spaces, arranged in both cluster flat and studio format, with associated communal living

facilities and landscaped area. This would require the demolition of the existing 5 storey office building, Oak House, and associated 2 storey car park.

2.0 SITE AND SURROUNDINGS:

2.1 The Oak House site is 0.22ha and is located to the west of Leeds City Centre. The site is bounded by Park Lane and Belle Vue Road to the south and Hanover Avenue and Kendal Rise (and associated public footpath Kendal Walk) to the north. The existing building Oak House is a 5 storey 1970's office building, with unrelenting linear elevations, a flat roof and is faced in red brick. To the west lies an existing tapering grassed embankment which is part of the application site. The site is also located in close proximity to the Hanover Square/Woodhouse Square Conservation Area, although just outside the boundary. The Conservation Area contains a number of Grade II & II* listed buildings, the closest of which are the terrace of residential properties at 37-40 Hanover Square which is just to the north of the site (Grade II listed).

2.2 Also to the north of the site is the residential area of Kendal Rise, with No. 6 Kendal Rise having its side gable elevation facing south over the embankment part of the application site containing 3 small windows, one each at ground, first and roof apex level. This elevation is itself an addition to the original property which extended the house to its southern boundary, thereby bringing it closer to the application site. The rear amenity space of 6 Kendal Rise is also unusual in that it is located on top of a flat rooved single storey garage which affords it elevated views. To the north of this no. 5 Kendall Rise has an area of rear amenity space which is screened from the rear of its neighbour by a mature planting strip along the common boundary.

2.3 Hanover Gardens runs immediately to the north of the remainder of the site. A low 2 storey commercial building and its car park and the flank gable of the listed Hannover Square terraces completes the run of development immediately to the north of the application site, all of which are on higher ground. The gable of the listed building is set back from the road by 4-5m and contains 2no. windows at ground level, 1no. window at first floor level and a further window at second floor. There is also a small area of private amenity space containing steps down to a semi-basement level and this is surrounded by a low wall.

2.4 To the east is the currently under construction conversion of the Ahlul Bayt Cultural Centre. To the south, beyond Park Lane, is the rear elevation of the five-storey telephone exchange building fronting Burley Road. To the west of the telephone exchange, beyond Rutland Mount, is the student residential scheme under construction at 46 Burley Street which is expected to complete for the start of the student year 2020. Further west is the site of the scheme approved by Members at City Plans Panel on 9 May 2019 for 88 student bed spaces between Park Lane and Belle Vue Road adjacent Concept House.

3.0 PROPOSAL

3.1 It is intended to demolish the existing 5 storey building and car park, and to construct a building of between 3 and 6 storeys. The building would contain 188 student bed-spaces with the two entrance points to the building located on the southern elevation. The student accommodation commences at ground floor level where 3 cluster flats containing 17 bedrooms (15 of which face the street – 2 face the rear) and 2 studios, which also front the street, are to be located. In the upper floors all of the space is given to student accommodation with rooms facing both north and south.

3.2 The 188 bed spaces are broken down as follows:

- 9 no. studios – 21sqm – 26sqm, average 22sqm
- 179 no. cluster bedrooms of 13 sqm each set out in the following way:

1no. 4 bed cluster 94sqm
7no. 5 bed cluster 113-130sqm
15no. 6 bed cluster 125-135sqm
6no. 7 bed cluster 145-160sqm
1no. 8 bed cluster 166sqm

The clusters would have a kitchen/amenity space of size ranging between 21-35m2 depending on the size of the cluster. There is also a communal space at ground floor level of 200sqm some of which would be made available to the Little Woodhouse Community Association as community meeting space. There are also secured cycle and refuse storage areas within the building and plant rooms all contained at ground floor level.

3.3 In respect of the design, the proposal is for a building of between 3 and 6 storeys, with an unusual thin linear footprint set out along the inside bend of the road as it curves to the north. The full height of the scheme is visible from the south. To the north, the height of the building is reduced due to the rise in the surrounding ground levels which reduces the perceived height by one to two floors. The scheme requires the realignment of a part of the retaining wall at the rear which requires the loss of one tree.

3.4 On Park Lane the elevation is approximately 90m long and is facetted to follow the curve in the road. There is also a break in the elevation to align with Hanover Avenue to the north and this allows glimpse views through the scheme which avoids the building being seen as one unrelenting frontage. This gap provides the opportunity for a small communal external courtyard space at 1st floor level for the residents, next to which will be located a wall climber planting bed to provide greenery at the upper floor levels.

3.5 The building would be primarily of red brick, with different shades used to accentuate the feel of separate townhouses, and reflect the historic nature of development within the Conservation Area to the east. The building heights are varied to further support the appearance of a terrace of properties. The roof has a generally consistent form with a pitched, standing-seam, metal roof containing dormers set behind a small parapet wall designed to conceal the drainage channel.

3.6 The appearance of a terrace is repeated on the northern elevation but at a reduced scale, where the street width is tighter. This frontage is not as prominent, only being visible from the properties to the north and Hanover Avenue. The proposal is one storey lower than the existing Oak House and is approximately 8m away from the residential property at 6 Kendal Rise which is 4m closer than the existing building at its closest point. The proposal has been designed to avoid any overlooking at this point through the use of angled windows and obscure glazing.

3.7 The eastern elevation faces Hanover Square West and is seen in the context of the adjacent listed buildings. It is designed to act as an end stop to both the listed properties, as they cascade down the hill, and the proposal itself, at its easternmost extent. This part of the building has been termed ‘The Pavilion’ by officers. The architectural treatment of ‘The Pavilion’ has 3 facades which turn the corner, using the same architectural language to resolve the 2 primary road frontages and the 3rd

to the rear. The details and spacing of the windows have been taken from the detailing of the adjacent listed buildings in order that the composition of new and old sit well together in the street scene. Brick faced dormer window projections are located on the north and south facing elevations which terminate the roof and parapet composition providing a defined 'top' to the composition.

3.8 The proposals will require removal of three trees currently constrained within pits on the Park Lane frontage, and one to the rear of Oak House on the retaining embankment referred to above. In accordance with the Council's policy requirement of a 3:1 replanting ratio, this will be off-set through the planting of 12 new trees on the grass embankment, including an avenue of nine trees to the Belle Vue Road frontage along with the making good of the hedgerow to the north of the embankment. New low level planters will also be included along part of the Park Lane frontage. The combined effect of the planting will ensure that the scheme makes a greater contribution to bio-diversity and climate change objectives through the capture of air-borne particulate matter and CO2.

3.9 The proposal is for no parking or vehicular access to be included on the site. In light of existing pedestrian desire lines across the site frontage, and the anticipated increase in such movements arising from the proposed development, the applicants have included enhancements to pedestrian safety in the immediate area. This would provide the following:

- The realignment of Park Lane to the south to enable a lay-by to be introduced.
- The lay-by on the Park Lane frontage at the eastern end of the site for servicing and deliveries to the site as well as use for student drop-offs and pick-ups at the start and end of term and taxis during term time.
- The creation of an even running lane on Park Lane which results in slightly wider pavements in certain locations
- Speed control table on Park Lane which would also act as crossing points.
- An extension to the existing 20 mph speed restrictions to cover the whole frontage on Park Lane.
- The provision of pedestrian crossing points on road junctions
- Improved footway widths to Hanover Avenue

3.10 These improvements, maintain 2m pavement widths along the Park Lane Frontage in front of the new building line which addresses the gentle curve in the Highway alignment. This will require land to the south of the road to become public highway as well as land to the north to be stopped up.

3.11 In respect of sustainability measures, emphasis has been placed on providing a building with low energy consumption/carbon footprints, which would exceed the performance specifications laid down in the building regulations. The design will incorporate the following features:

- Minimise heat losses through the building's fabric via the use of highly insulated, locally sourced if viable, construction materials.
- Fenestration details to minimise solar overheating whilst providing good daylight penetration.
- Low air permeability to reduce heat loss from air infiltration
- Provision of time and temperature controls with occupant override

- Careful selection of high efficiency mechanical and electrical plant and equipment.

3.12 The applicant has stated that, in addition to providing a development which is not dependent on the private motor vehicle, the building would include:

> 'highly efficient heat generation plant, heat recovery systems and energy efficient, highly controllable lighting. The development will also make use of renewable energy systems comprising combined heat and power to generate low carbon electricity and hot water for domestic purposes and photovoltaic panels to generate electricity on site; though other technologies including air source heat pumps remain an option. The development will be also be capable of being connected to a future district heating network for heat supply as may become available in the future.'

3.13 The Travel Plan submitted with the scheme emphasises the highly sustainable nature of the location. A cycle store is being provided on site with capacity for 94 no. cycle spaces. A Travel Plan coordinator will be appointed for the site and each resident will receive a Travel Pack providing residents with up to date information on public transport. Questionnaires on travel modes will be issued to students and a yearly report provided to L.C.C. to assess whether targets are being met with actions to be taken of they are not.

4.0 RELEVANT PLANNING HISTORY

4.1 Current application site

The car park site adjacent to Oak House was the subject of a previous planning consent for a 7 storey building including 5 storeys of student accommodation (70no beds) and 2-storeys of car parking (30 no spaces). Planning permission was granted in June 2002 (app. ref. 20/360/01/FU) and expired in June 2007. The scheme consisted of a brickwork facade, rendered base to Park Lane and a glazed top floor.

4.2 Site at 46 Burley Street

This site is a short distance to the south-west of the application site, on a plot defined by Park Lane to the north and Burley Street to the south. Planning permission was granted on 19th March 2017 (app. ref. 16/01322/FU) for a 'Student residential accommodation building comprising 87 studio flats, including ancillary communal facilities and retail unit, associated landscaping and car parking'. The approved development is for a new building of part 4, part 5 and part 6 storeys along the Park Lane frontage, and part 7 and part 8 storeys along the Burley Street frontage. This scheme has now commenced on site.

4.3 Site Adjacent Concept House – Park Lane/Belle Vue Road

This site was considered by Members at Panel on 9th May 2019 (app. ref. 18/00147/FU). The scheme was for the erection of an 8 storey building containing purpose built student accommodation comprising 88 studio rooms and communal facilities, associated vehicular access, 3 basement car parking spaces and servicing and landscaping. Members approved the application in principle following the officer's recommendation, agreeing to defer and delegate the final decision to officers subject to conditions and a S106 Agreement ensuring the scheme was retained as student use during term times.

4.4 ADP House 16/01092/FU The Ahlul Bayt cultural centre to the east of the site is currently being extended and converted to include 'alterations and addition of new

second floor, to form four flats, library and study to provide a cultural centre with ancillary accommodation.'

5.0 CONSULTATION RESPONSES

5.1 Statutory Consultations

No statutory consultees were consulted on this application.

5.2 Non-Statutory Consultations

Highways Development Services:

- The proposals to enhance pedestrian safety on the local network will support the development and others (existing, committed and proposed) in the area.
- Introduction of the vehicle layby, changes to footpath alignment, and the introduction of traffic calming measures will need to be constructed to adoptable standards and secured through a S278 agreement. The highway works will require land outside of the applicant's direct control but which is owned by the Council and potentially land which is unregistered, but is included within the planning application boundary. A Stage 1 Road Safety Audit has been commissioned but not yet agreed with The Council. A Grampian condition is required to ensure that the highway works are delivered prior to occupation of the building.
- The existing TRO limiting drop-offs to 20 minutes maximum along this stretch of Park Lane will be retained.
- The number of cycle parking spaces (94) proposed is acceptable.
- The dimensions of the proposed layby are acceptable to accommodate servicing and pick-up and drop-off at the start and end of term.
- Zero permanent car parking space provision is acceptable in this city centre location. Occupiers of the building will not be eligible for parking permits for the surrounding permit controlled zones and a direction should be added to any approval advising this.
- A formal car parking management plan (to supplement the submitted plan) will be required to ensure drop-off and pick up at the beginning and end of term times are managed so as to minimise the impact on the adjacent highway.
- The proposals to manage refuse collection via direct building access and external holding areas is considered acceptable to ensure that refuse vehicles can fully service the scheme from the proposed layby.
- The limited extent of stopping up of the highway along the building frontage is considered acceptable as a 2m wide unobstructed footway would remain.

L.C.C. Bridges Section:

No objection in principle subject to approvals being obtained for the following works. The existing wall (and its thin parapet) supporting Hanover Avenue would not meet the current vehicular impact criteria for highway loading. In light of the road alignment and the very narrow footway, the developer should improve this situation as part of the development (due to the change of use of the building) as a result of the potential consequences of an errant vehicle in this location. In addition, any temporary works required to support any highways (including footways) to allow any aspect of the development to be constructed will require a separate approval. The applicant will need to liaise with L.C.C. Bridges Section to discuss the extent of walling and the 'Approval In Principles' that will be required.

Travelwise (Travel Planning):

The Travel Plan should be included in the Section 106 Agreement along with the

Travel Plan Review fee of £3528

Public Rights of Way:
A claimed public footpath abuts the site known as Kendal Walk. The development does not appear to affect the footpath and there is no objection provided that the footpath remains open and available for use and is not encroached upon.

Environmental Health:
No objection subject to conditions controlling construction activity, lighting, sound insulation of plant and machinery

Environmental Studies (Transport Noise):
No objections. Wish to see acoustic trickle vents used and dual thickness double glazing to reduce resonance.

Sustainability - Contaminated Land:
No objection. The proposed end use of the development is sensitive and the proposed development land has been the subject of numerous past potentially contaminative land uses. Buildings exist on the site which will hinder the exploration of the extent of contamination on site. Conditions recommended to control the carrying out of a Phase 2 study and potential mitigation after the buildings have been demolished, ensuring all necessary works are undertaken prior to commencement of the development.

Flood Risk Management (FRM):
The proposed development is located in Flood Zone 1 with no known flooding incidents at the site. Would wish to see surface water discharge rates capped at 50% reduction from the existing rate.

Historic England:
State that they offer no comment on the application.

Nature/Bio-diversity:
To avoid impacts on nesting birds and provide biodiversity enhancements conditions should be attached which prevents removal of the existing trees between 1st March and 31st August unless clearance has otherwise been obtained by a competent ecologist, and the inclusion of bat roosting and bird nesting features into the final building design.

West Yorkshire Police Architectural Liaison Officer:
Cycle facilities need to be secure. Doors and windows need to be robust. External and internal CCTV is recommended. The scheme will provide passive surveillance to the streets in the area. The reception area will be staffed 24 hours and this is supported. Limited access points to the scheme reduces the possibility for intrusion.

6.0 PUBLIC REPRESENTATIONS

6.1 The application was advertised by site notice dated 2nd August 2019 and in the Yorkshire Evening Post on 9th August 2019.

A formal submission to extend the red line boundary of the site to include the proposed highway works to Park Lane has been submitted. This will be subject to the normal statutory publicity period of 3 weeks and will therefore expire by the middle of November 2019.

The following representations have been received as a result of the original site notice:

6.2 Comments submitted on behalf of the Little Woodhouse Community Association (LWCA) and Little Woodhouse Neighbourhood Plan Forum (LWNPF).

- Would much prefer this scheme to be for residential use but appreciate that this is unlikely to happen in this location.
- The design is 'quite pleasing' as it appears as a street scape rather than a monolithic block.
- Support the use of cluster flats for student well being
- A dedicated layby is to be provided on Park Lane which will keep vehicles away from existing residential streets.
- On site management and a Community Room are supported
- The blind corner on Hanover Avenue is improved
- The impact on the residential unit to the north at Kendal Bank was a concern (This has now been overcome with the use of obscure glazed and angled windows and the relocation of windows).

6.3 Leeds Civic Trust (LCT) make the following comments:

> 'LCT cannot support the application but do not wish to object either, but make the following comments which explain this stance:
>
> LCT are aware of the concern being expressed locally by the Little Woodhouse Community Association and the Neighbourhood Forum, that student numbers in the area have already achieved the "excessive concentrations" referred to in Core Strategy Policy H6 B(iii), and that this is undermining the balance and wellbeing of the local community. LCT believe the local planning authority should be monitoring this issue in the area more closely than it currently is.
>
> If, in spite of that, consideration is being given to accept this use in this instance, LCT acknowledge that the design of the proposal has been very carefully considered and that issues such as its relationship to the adjoining Conservation Area; the type of accommodation and its effect on student mental health; the possibilities for later conversion to other types of accommodation; and the liaison with the local community, have played an important part in the overall design.
>
> They also commend the Design and Access Statement for its thorough analysis of these issues.'

6.4 From the Leeds Group of the Ramblers requiring that the footpath along Kendal Walk remain as open at all times.

6.5 From the occupier of 5 Kendal Rise: Objects to the proposal for the following reasons:

- The proposal extends westwards past the line of the existing Oak House which will lead to over-looking and loss of light.
- The redevelopment of ADP House to the east of the application premises stipulated that the height of the proposal should be no higher than the existing building. The redevelopment of the Oak House car park is

substantially taller than the existing and so there is an inconsistency of approach.

- The area is already populated by an excessive concentration of students so it is 'crucial that any new developments are carefully considered, not excessive in scale and that some reduction in the height of the proposed development should be considered'.

6.6 The applicant has advised that they discussed the scheme with the Little Woodhouse Community Association (including residents of Hanover Avenue and Kendal Bank and No. 6 Kendal Rise). As a result the following have been incorporated within the scheme.

- The approach is to enhance the visual amenity and bio-diversity value of the embankment, as opposed to creating more of a usable environment for local residents.
- The scope for dual use of the communal facilities to accommodate students and meetings of the LWCA due to limited local alternatives.
- The introduction of planting on and around the building itself.
- The use of railings and external planting to clearly differentiate private and public areas in the vicinity of ground floor apartments, as a means by which to enhance resident amenity in a similar manner to that adopted to properties around Hanover Square.

6.7 No comments have been received from local Ward Members

7.0 RELEVANT PLANNING POLICIES

7.1 Development Plan

7.1.1 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 in this case, the Development Plan for Leeds currently comprises the following documents:

- The Leeds Core Strategy (CS - Adopted November 2014 and CS Selective Review –Adopted September 2019)
- Saved Unitary Development Plan Review Policies (UDPR - Adopted 2006)
- The Natural Resources & Waste Local Plan (NRWLP - Adopted January 2013) including revised policies Minerals 13 and 14 (Adopted September 2015).
- Leeds Site Allocations Plan (SAP - Adopted July 2019)
- Little Woodhouse Neighbourhood Design Statement 2011

7.1.2 <u>Leeds Core Strategy (CS)</u>

The Core Strategy (CS) sets out the strategic level policies and vision to guide the delivery of development and the overall future of the district. The site (excluding the embankment) is located just within the City Centre boundary. Relevant CS policies for the purposes of this application 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 3 seeks to maintain and enhance the role of the City Centre as an economic driver for the District and City Region.
Spatial Policy 11 includes a priority related to improved facilities for pedestrians to promote safety and accessibility and provision for people with impaired mobility.
Policy CC1 outlines the planning growth within the City Centre. Part B encourages residential development, providing that it does not prejudice town centre functions and provides a reasonable level of amenity for occupiers.
Policy CC3 states new development will need to take opportunities to improve connections within the City Centre.
Policy EC3 states that the loss of an existing B Class use in an area of employment shortfall will only be permitted where the loss of the premises can be offset sufficiently by the availability of existing general employment land and premises in the surrounding area.
Policy H6(B) specifically refers to proposals for Purpose Built Student Accommodation (PBSA). It states that PBSA will be controlled:

(i) To help extend the supply of student accommodation taking pressure off the need for private housing to be used.
(ii) To avoid the loss of existing housing suitable for family accommodation.
(iii) To avoid excessive concentrations of student accommodation (in a single development or in combination with existing accommodation) which would undermine the balance and wellbeing of communities.
(iv) To avoid locations which are not easily accessible to the universities by foot or public transport or which would generate excessive footfall through residential areas which may lead to detrimental impacts on residential amenity.
(v) The proposed accommodation provides satisfactory internal living accommodation in terms of daylight, outlook and juxtaposition of living rooms and bedrooms.

Policy P10 requires new development to be based on a thorough contextual analysis to provide good design appropriate to its scale and function, delivering high quality innovative design and that development protects and enhances existing historic assets – in particular historically and locally important buildings, landscapes and spaces.

Policy P11 states that the historic environment and its setting will be conserved, particularly those elements which help to give Leeds its distinct identity. Innovative and sustainable construction which integrates and enhances the historic environment will be encouraged.

Policy T1 and T2 identify transport management and accessibility requirements to ensure new development is adequately served by highways and public transport, and with safe and secure access for pedestrians, cyclists and people with impaired mobility.

Policies EN1 and EN2 comprise sustainability policies which seek to reduce total predicted carbon dioxide emissions, provide low carbon energy sources and look to encourage sustainable design and construction.

Policy P12 landscape – character, quality and bio-diversity to be conserved and enhanced to protect distinctiveness.

7.1.3 The CS Selective Review: The recently adopted CS Selective Review includes policy H9 which has effectively incorporated the Nationally Described Space Standards (NDSS) into local policy. The supporting text to this policy states that 'regarding development of Purpose Built Student Accommodation (PBSA), the NDSS were not designed with student housing in mind. There are clear differences between student and general housing in that students live in student accommodation for only a fixed period of time, other accommodation (communal rooms) is often provided. Provision of reasonable space standards is still important for student accommodation and this will need to be judged on a case by case basis.'

The policy states that:

> H9: Development of student accommodation…..will not be subject to the space standards… Instead such development should reflect the NDSS with appropriate adjustments to address the particular characteristics of these types of development. They should also meet standards of general amenity for occupiers to include adequate space, light and ventilation.

7.1.4 Leeds Unitary Development Plan Review 2006 (UDPR) – Saved Policies
Saved policies that are relevant to this scheme are:
BD2 Design of new buildings
BD4 All mechanical plant
BD5 states that a satisfactory level of amenity for occupants and surroundings should be provided.
LD1 landscaping
N19 requires new buildings adjacent to conservation areas to preserve or enhance the character or appearance of the areas.
GP5 - all relevant planning considerations

7.1.5 Natural Resources and Waste Local Plan 2013 (NRWLP)
The NRWLP sets out where land is needed to enable the City to manage resources like minerals, energy, waste and water over the next 15 years and identifies specific actions which will help use natural resources in a more efficient way. Relevant policies include:

- Water 7 surface water run-off
- Land 1 contaminated land
- Land 2 trees

7.1.6 Site Allocations Plan (SAP):
This site is unallocated in the SAP and so is considered to be a windfall site. This is considered by policy H2 of the Core Strategy, which states that such sites will be acceptable in principle providing the number of dwellings does not exceed the capacity of transport, educational and health infrastructure, as existing or provided as a condition of development.

7.1.7 Little Woodhouse Neighbourhood Design Statement 2011 is an adopted SPD. It states that Burley Road is a major traffic route into and out of the City. Thin strips of land formerly occupied by industrial buildings are now giving way to purpose-built student housing flats. The topography of the site, which rises to the north, is highlighted. General design advice includes:

- New development should be responsive and sensitive to its context. Modern interpretations may be acceptable in appropriate locations if well-designed.

- Scale. New development should generally be of a similar size and scale to its immediate neighbours.
- Building materials - includes red-brick as the basic walling material and dark grey with roof finishes. The size, proportions and detailing of doors and windows should relate both to the internal function and the surrounding context.
- Dormer windows should not be a dominant feature and should be subservient to the main roof.
- Infill development should maintain existing building line
- Views and vistas - new development should both maintain the positive views in and out of the area and take advantage of them in its location, orientation and outlook.
- New development should be sensitive and responsive to its context.
- Buildings in key locations – in corner positions or at the end of vistas and other key locations, buildings should be designed and detailed in a manner which reflects the importance of their location.
- Planting - where areas of open space are created as part of a development these should follow the principles set out in any local green infrastructure framework, have a defined positive function and be appropriately planted and maintained.

The majority of the Oak House site is located in 'The Kendal's' character area which consists of council & private housing built in the 1970s. However the low rise car park is within the Hanover Square Character Area which is dominated by Denison Hall and the Square itself. The Statement also sets out a detailed vision for the area with detailed plans highlighting areas which are prime for development. The Oak House frontage to Park Lane and the incidental spaces around the building are both described as 'in need of enhancement'. The greenspace to the west is described as 'positive'. Opportunities for improvement are noted as 'areas of grass which could be improved by more inspired planting and maintenance'.

7.2 National Planning Policy Framework (NPPF)

The NPPF, working in conjunction with the National Planning Practice Guidance (NPPG), outlines the national planning policies for England and how these are expected to be applied. One of the key principles running through the NPPF is a presumption in favour of Sustainable Development set out in three parts: Economic, Social and Environmental. The NPPF (revised 2019) now seeks to tighten definitions on the presumption in favour of sustainable development and increases the emphasis on high-quality design and place-making.

The below sections of the Revised NPPF are also considered to be relevant:

Section 9: Promoting Sustainable Transport – developments should give priority first to pedestrian and cycle movements and facilitate access to high quality public transport; address the needs of people with disabilities; create places that are safe, secure and attractive which minimise the scope for conflicts between pedestrians, cyclists and vehicles; avoid unnecessary street clutter; respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Section 11: Making effective use of land – Planning policies and 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. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

Paragraph 123 (c): Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Section 12: Achieving Well-designed places

Paragraph 127: Planning policies and 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.

Section 16: Conserving and Enhancing the Historic Environment

Para 190: Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

Para 192: In determining applications, 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.

Para 193: 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).

7.3 Supplementary Planning Documents

7.3.1 Neighbourhoods for Living: A Guide for Residential Design in Leeds (December 2003) aims to provide further guidance on good design in residential schemes in Leeds. Neighbourhoods for Living is relevant to all residential development in Leeds and provides advice and principles for good residential design across the themes of use, movement, space and form. It promotes local character, analysis of landmarks, views and focal points, and quality buildings. It also states that the scale, massing and height of the proposed development should be considered in relation to its surroundings. It needs to respond well to that of adjoining buildings, the topography, the general pattern of heights in the area and views, vistas and landmarks. Buildings also need to be carefully positioned to relate to the spaces around them. The enclosure of the street, and the ratio of building height to the space, needs to be carefully considered in order to create the correct feel for that space and the people who will use it.

7.3.2 Building for Tomorrow Today – Sustainable Design and Construction: Advocates the use of a range of measures to ensure that the best possible practices are used to ensure a sustainable environment is created.

7.3.3 Parking SPD - sets out the level of parking (cars, cycles and motor cycles) required for designated uses in different parts of the city.

7.4 Other Material Considerations

7.4.1 Emerging Little Woodhouse Neighbourhood Plan

The site is located within the Little Woodhouse Neighbourhood Area. Little Woodhouse Neighbourhood Forum are currently preparing a Neighbourhood Plan and pre-submission consultation is expected to take place in late 2019. The early stage to which development of this Neighbourhood Plan has reached, means it can only be afforded limited weight in the decision-making process. The more progressed the development of any Neighbourhood Plan towards submission, referendum and adoption, the greater weight that can be accorded to that Neighbourhood Plan as a material consideration.

8.0 KEY ISSUES

1. Principle of the proposed use
2. The residential amenity of future and surrounding occupiers
3. Design, layout and height
4. Landscaping
5. Highways and servicing
6. Climate Change and sustainability
7. Planning obligations

9.0 APPRAISAL

9.1 Principle of the proposed use

The site is (excluding the embankment) located within the designated city centre. Core Strategy Policy CC1(b) encourages residential development in city centre locations providing that the development does not prejudice the functions of the city centre and provides a reasonable level of amenity for occupiers. In addition this site is considered to be a windfall site which is acceptable in principle providing the number of dwellings does not exceed the capacity of transport, educational and health infrastructure, as existing or provided as a condition of development. It is considered that this proposal, in the context of a large regional city centre with a close urban grain, is unlikely to exceed the existing capacity in the area in respect of health or education and for transportation provision. To ensure the development would provide a safe pedestrian and vehicular environment, the highway network is being amended as part of the proposal. Therefore the scheme is considered to comply with CS policies CC1(b) and H2.

9.2 In relation to the loss of the office use, the site is not safeguarded for office use in the development plan and there is a considerable supply of office floor space in the city centre which extends well past the plan period and so the loss of this space will not have any long term negative economic impact on employment opportunities. The applicant has advised that the building is fully vacant and so no current employment use is being displaced as a result of this proposal. It is also noted that the existing building could be converted to general residential use without the need for planning permission under existing permitted development rights.

9.3 Amenity of future and surrounding occupiers

In respect of the level of amenity for future occupiers and the impact of the use as student accommodation on the surrounding area, Core Strategy Policy H6B relates specifically to these matters. The application is assessed as follows against the criteria within Policy H6B:

H6B(i)

> i) states that development proposals should help extend the supply of student accommodation taking pressure off the need for private housing to be used.

This proposal would assist this objective by providing 188 purpose-built student bed-spaces which would help to take pressure off the need to use private housing for student accommodation.

9.3.1 In response to the points made within the objections set out above, the policy implication of H6(B)(i) is that the more students that are located in PBSA's, the less likely they are to be accommodated in existing local housing stock, thereby making these properties more likely to be occupied by families. There is evidence that there is still demand for PBSA rooms. However, if adaptation for future residential use was required, the townhouse and cluster flat design of the building would support conversion to a range of accommodation sizes. The use of this building for Use Class C3 residential would require planning permission, at which time unit sizes could be controlled and the requirement for affordable housing assessed.

9.4 H6B(ii)

ii) states that development proposals should avoid the loss of existing housing suitable for family occupation

The proposal would meet this objective, because it does not propose the loss of any existing family housing.

9.5 H6B(iii)

(iii) seeks to avoid excessive concentrations of student accommodation which would undermine the balance and wellbeing of communities.

9.5.1 The proposed student accommodation at this site is for 188 students, in the context of approximately 4,000 existing and approved purpose built student bed-spaces in the area between Burley Street and Kirkstall Road. Therefore, it is acknowledged that there is an existing concentration of student housing between Burley Street and Kirkstall Road.

9.5.2 H6 (iii) seeks to avoid excessive concentrations of student accommodation. Whether the concentration is excessive in the area depends on the likely impact of the development within the local context. Whilst excessive concentrations of student populations can cause harm to discrete residential areas, it is considered that, as a result of the site location within a busy City Centre type environment, with local mixed land use functions and close proximity to the educational campus areas, the proposed student accommodation, as a small percentage increase to an existing concentration, is unlikely to adversely affect the amenity of the area.

9.5.3 If the local community is defined across a wider area that includes Little Woodhouse and the area along Kirkstall Road to the south and west, it is considered that the mix and type of residential accommodation is extremely varied, and therefore a balanced and mixed community is achieved. The key issues would be the location of a community boundary, identifying affected individuals/groups, what the harm would be, identifying the individuals/groups causing harm, and the collection of robust, credible evidence to that effect. However, there is not sufficient evidence to suggest that, in general, the purpose built student housing developments in the Burley Road/Kirkstall Rd corridor, which have taken place in the last 15 years, have directly led to significant additional harm to existing residents in the Little Woodhouse area. Indeed many of these developments have taken vacant sites or disused former industrial and commercial land and have populated them with buildings, activity, new pedestrian routes, open spaces and landscaping to the benefit of the area, rather than its detriment.

9.6 H6B(iv)

(iv) states that proposals for student housing should avoid locations which are not easily accessible to the Universities by foot or public transport or which would generate excessive footfall through quiet residential areas which may lead to detrimental impacts on residential amenity.

The site is approximately 600m from the University of Leeds, approximately 500m from the LGI and 1km away from the main Leeds Beckett University campus. The location and surrounding topography of the site means that students are likely to travel along the more convenient and direct main roads to nearby educational campuses and city centre facilities, rather than through more traditional residential streets such as the Kendals to the north.

9.6.1 When walking from the City Centre it is more likely that future residents of the site would use a more direct route along Burley Rd or Park Lane. Whilst there may be some travel through existing residential areas, this is more likely to take place through the day and would be limited in number compared to the more direct routes. Therefore it is considered that the development is in a location which is accessible to the universities and would not lead to a loss of amenity in surrounding areas through excessive footfall through quiet residential areas.

9.6.2 It is considered that the commentary in relation to H6B(iii) and (iv) above addresses the point made in the objections regarding excessive concentrations of students. It is therefore considered that, in this context and for the reasons set out above, the proposed addition of 188 new student bed spaces on this site would not undermine the balance and well-being of existing communities in the area.

9.7 <u>H6B(v)</u>

(v) states that the proposed accommodation provides satisfactory internal living accommodation in terms of daylight, outlook and juxtaposition of living rooms and bedrooms.

9.7.1 CS Policy P10 and Saved UDPR Polices BD5 and GP5 also provide more general requirements that development should contribute positively towards quality of life and provide a reasonable level of amenity and useable space. The assessment of amenity is also a wider consideration of qualitative factors including arrangement and separation of living functions (general living, sleeping, studying, eating, cooking, food preparation, storage and circulation), usable shape, outlook, privacy and external amenity space.

The detailed size of the accommodation is set out in paragraph 3.2 above. CS Policy H9 does not apply to purpose built student accommodation. However, the proposal still needs to 'reflect the NDSS with appropriate adjustments to address the particular characteristics of these types of development. They should also meet standards of general amenity for occupiers to include adequate space, light and ventilation.' (CS Policy H9). The cluster flats are of a size which is in excess of the comparable NDSS standard for non-student accommodation for the same level of proposed occupancy. In addition each student has their own room as well as a communal lounge/kitchen which is shared with the other occupiers of that cluster.

9.7.2 The studios, of which there are only 9 throughout the whole building (approx. 2 per floor), are an average of 22 sqm with no individual units being below 21 sqm. This is above the minimum 20sqm size recently approved for other buildings in this area and along with the provision of communal facilities (see para 9.7.4 below) is considered to provide sufficient space to carryout of daily functions referred to above.

9.7.3 Over half of the bed spaces are south facing and have a clear view out over the road to the south. It is accepted that, due to the shape and orientation of the site, some of the units have to face north. Most of these would have an unencumbered view, although some would look into the sides of existing buildings and over the street. Only 2 no. would have views out to the rear slope leading up to the relocated retaining wall at ground floor level and this would be extensively planted.

9.7.4 In addition to the facilities contained within each of the cluster flats, 200 sqm of internal communal space is to be provided as part of this scheme. The plans show

that this comprises a gym and a communal lounge as well as some more private spaces which could be used for meetings and work units. This would provide additional levels of residential amenity and encourage residents to socialise outside their cluster flats and studios. In terms of external amenity space the residents would have access to the courtyard terrace at first floor level and the embankment to the west.

9.7.5 The scheme contains a number of ground floor units. These have been designed to protect the privacy of their occupiers as much as possible. Direct lines of site into these rooms have been removed/reduced by the following factors:

- In some cases, windows are located at or above head height when viewed from street level, with further mitigation provided by railings and glass fritting.
- For those rooms which are more approximate to eye level a separation through physical gap or planter has been provided between the pavement edge and the building line/window, reflective of the approach seen in the immediate locality around Hanover Square, where a modest private frontage provides the same form of separation.
- All windows will be fitted with sheer blinds or curtains as standard allowing residents to adjust the levels of privacy without shutting out light, with blackout curtains fitted for night time.
- The development will have full CCTV coverage to act as deterrent to people seeking to invade resident's privacy alongside the availability of on-site wardens should this be necessary.
- The cluster bedrooms are arranged so that the study area is closest to the window with bed spaces set to one side and bathroom pods located to the rear further diminishing the scope for invasion of privacy in these spaces.

9.7.6 Officers consider that, given the unusual linear nature of the site, the above measures are sufficient to protect the amenity of the occupiers in respect of privacy. Planning conditions will be used to ensure that the internal spaces meet the required noise attenuation and ventilation levels. In addition the Police Liaison Officer has stated that the presence of a use at ground floor, as proposed here, would improve passive surveillance of the street to the benefit of security in the wider area.

9.7.7 Therefore, it is considered that the room sizes, when combined with the amount and range of communal facilities, external space and the overall benefits of the scheme, would, on balance, meet the residential amenity and sustainability objectives of CS Policy H6B, Saved UDPR Policies GP5 and BD5 and CS Selective Review Policy H9.

9.8 The application building would be situated between 8m and 9.5m from the nearest residential property to the north at 6 Kendal Rise. The southern elevation of this house contains small, secondary side windows facing towards the proposal with the primary living space windows facing west-east. The proposal does move the built form further to the west in comparison to the existing Oak House, however, it also reduces the height in comparison to the existing Oak House by a full storey. In addition, the western-most section of the scheme is only 2 storeys, plus roof, in height and so will be well below the level of 5 & 6 Kendal Rise. Given that these properties are on raised ground to the north, and in the case of No.5 the southern boundary of the rear amenity space is protected by a significant planting strip, it is

considered that the proposed relationship is acceptable. In addition, due to the location of rooms within the building and the use of obscure glazing, no direct impact through overlooking would occur.

9.9 The residential units within the listed building fronting Hanover Square West have a small number of what are believed to be secondary windows facing out over the application site. The distance across the road is approximately 11m and the building has been designed to be of a scale which relates to the existing building in this part of the street. The result is a relationship which is considered to reflect the traditional gable end to front and side elevation layouts apparent in other parts of the conservation area. The west facing windows view the scheme at an oblique angle and the small rear area of amenity space contains a set of steps and so is not a fully functioning amenity area. It is also clearly visible from the street and so no loss of privacy will occur. The relationship of the proposal to the existing properties on Hanover Square West is considered to be acceptable. The other property on Hanover Avenue is a small 2 storey commercial premises and so this use is less sensitive and the impact is considered to be acceptable in this case as well.

9.10 Objectors have expressed concerns regarding general noise and disturbance as a result of students generally. However, the site has a commercial use and the area is characterised by a mixture of uses, which already contributes to a busy edge of city centre environment. It is considered that this proposal in itself would not detrimentally affect this existing character.

9.11 Design, Layout and Height

It is considered that the proposed treatments to the elevations of the building successfully create the appearance of a series of townhouses rather than a single student accommodation block. This is accentuated further by the use of contrasting brick shades, variations in building heights and roof forms, the use of dormers and the break in the elevation adjacent The Pavilion.

9.12 The building has also been designed to take into account the unusual topography of the site and the constraints posed by the neighbouring buildings to the north, through changes in height, orientation of the building lines and the introduction of breaks to the building. The inclusion of accommodation in the roof space assists with reducing the overall height of the building by maximizing the efficient use of the internal space, whilst also providing the scope to add visual interest and reflect local architectural character through the introduction of dormer windows and gable wall details.

9.13 The design of the scheme has been informed by the assessment of the character of the conservation area and nearby heritage assets. This application is seeking to in-fill a notable gap in the street frontages in a sympathetic manner. The Pavilion references the neighbouring Grade II listed building in both its height and its detailed design in respect of the materials, roof form and size of window openings. It also creates a new terrace, which is a pattern of development prevalent in the area. The proposal is considered to complete the frontage to Hanover Square West and provide a sympathetic frontage to Park Lane to the benefit of the wider area. Accordingly, the proposal is considered to enhance the character of the Conservation Area and the setting of the neighbouring listed buildings and is acceptable.

9.14 Officers consider that the result is a well-articulated building form, designed to respond to all of its neighbours and the relatively unusual topography of the site, which fits well into its setting in accordance with CS Policies P10 & P11 and NPPF

objectives which seek to preserve and enhance the historic character of the city's streets and spaces.

9.15 An objection has expressed concerns about the proposed height of the building. The proposal is assessed on its merits and in relation to the site on which it is to be located. It is clear that a thorough site analysis has been carried out, taking into account the listed buildings to the north and the scale of the existing Oak House and that this has resulted in the scale and form of the building now proposed, which is considered to be acceptable.

9.16 Landscaping

The proposal retains most of the area of soft landscaping on the western peninsula of the site and supplements the existing planting in this area with the 12 new trees as well as hedgerows and a wilder area of more natural vegetation. Tree species proposed are Birch, Mountain Ash and Alder and these cover a range of different benefits in respect of bio-diversity, removal of particulates and are of an appropriate future size for this location adjacent the public highway. This would create a visual and ecological enhancement, providing a welcome area of natural amenity and bio-diversity which would be maintained and enhanced by the development, to the advantage of the wider area. Particularly important is the planting of the row of trees along the northern side of the Park Lane/Belle Vue Road. This is a continuation of the line of trees, both in existence and proposed, on the southern side of Belle Vue Rd to the west. This is supplemented by the planting around the building, on the embankment to the rear and as a climber wall above the entrance on the communal terrace. It is considered that, in combination, these features will provide a major environmental improvement to the street scene, the area in general and to sustainability objectives which achieves a net gain of 8 trees on the site. This is in accordance with CS Policy P10 & P12 and is fully supported by officers.

9.17 Highways and Servicing

The site is well located for walking and cycling to the City's main further education campuses and the LGI. It is also within walking distance of the local retail and leisure facilities, the railway station and City Centre bus stops and interchanges. Therefore, the site is considered to be in a sustainable location.

9.18 Servicing would occur from the new layby proposed off the public highway on Park Lane, which removes it from proximity to the residential uses to the north. Introduction of the layby, and other pedestrian safety measures requires the public highway to be realigned as stated above and the site red line boundary to be extended to include the highway works. Highways Services colleagues have agreed the realignment and the applicant is to carry out the formal application amendment and publicity processes required to achieve this. The public footway along Park Lane is to be retained at a minimum width of 2m as a result of these works. The scheme also results in the loss of the 2 existing car park access points which is clearly a benefit to road users and pedestrians.

9.19 The Parking SPD sets a maximum car parking standard, but accepts minimal or no car parking where there is considered to be no adverse impact on the highway. In this case on-street parking is controlled by TROs in the local area and can be further controlled as part of the package of highways measures. It is considered that the proposed layby is appropriate to accommodate car and servicing requirements given the sustainable location of the development, the nature of the student housing use and the parking controls on surrounding streets. In addition, any permission would carry an informative advising that no permits would be issued to occupiers for use of the on-street residential parking control areas.

9.20 Transport Development Services require a strategy to manage student arrival and departures at the start and end of term. The applicant (via the confirmed operator of the accommodation, Unipol) has agreed managing pick-ups and drop-offs to ensure that the process is contained within the layby, and this would be controlled by condition.

9.21 The contents of the Travel Plan set out in para 3.13 and the fact that the scheme has a 1:2 provision of cycle spaces to students, will assist in ensuring that sustainable modes of transport will be fully utilised. The site has good access to public transport and is within walking distance of the universities, LGI and city centre services. Along with the absence of on-site car parking and wide spread on-street car parking controls, this would ensure that the development would rely on sustainable modes of transport and not have an adverse impact on the existing highway network. Monitoring costs will be an obligation contained in the S106.

9.22 Climate Change and Sustainability

Members will be aware that Leeds City Council has recently declared a Climate Change Emergency. Existing Development Plan policies seek to address the issue of climate change by ensuring that development proposals incorporate measures to reduce the impact on non-renewable resources and carbon dioxide emissions. This development would provide 188 new student bed spaces, making better use of a sustainably-located site. The key measures incorporated into this proposal to address climate change and sustainability matters are summarised below.

9.23 Core Strategy EN1 requires all developments of 1000sqm or more to reduce the total predicted carbon dioxide emissions to achieve 20% less than the Building Regulations Target Emission Rate and provide a minimum of 10% of the predicted energy needs of the development from low carbon energy. In this case the applicant has confirmed that they would achieve the policy requirements, including the energy requirements as well as the water usage levels set out in policy EN2.

9.24 The scheme is car free, providing other sustainable travel measures including provision of secure long and short stay cycle parking and a Travel Plan with measures to help to promote sustainable travel behaviour. This in turn would reduce pollution and congestion and the causes of climate change, as well as improving air quality, and promoting healthier lifestyles and wellbeing.

9.25 The provision of the landscaped embankment to the west of the site and other planting on the site, would assist in absorbing carbon dioxide, promote biodiversity and help reduce the effects of climate change and the urban heat island effect.

10.0 PLANNING OBLIGATIONS

10.1 A legal test for the imposition of planning obligations was introduced by the Community Infrastructure Levy Regulations 2010. These provide that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

a. necessary to make the development acceptable in planning terms,
b. directly related to the development; and
c. fairly and reasonably related in scale and kind to the development.

According to the guidance, unacceptable development should not be permitted because of benefits or inducements offered by a developer which are not necessary to make the development acceptable in planning terms

10.2 Further to the above, and taking adopted policy requirements into consideration, there are likely to be following matters which will need to be addressed by way of a Section 106 agreement concluded with the applicant:

- Restriction on occupancy to full-time students only during term times
- Travel plan monitoring (£3,528)
- Cooperation with local jobs and skills initiatives

10.3 The proposal would be subject to the Community Infrastructure Levy (CIL) and the initial sum calculated is £5,136. This is for information only and is not a material planning consideration in the assessment of the overall planning application and decision-making process.

11.0 CONCLUSION

11.1 Paragraph 11 of the NPPF notes the presumption in favour of sustainable development which for decision taking means approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits; or specific policies in the Framework indicate development should be restricted.

11.2 The application proposal has the potential to deliver new student residential dwellings in a sustainable location that would contribute to improving the local environment as well as offering economic benefits such as jobs during construction and site operation. Taking into account all material considerations, this is a sustainable development and weight is to be given to the environmental improvements which this proposal brings to the buildings in the area, the positive impact on the Conservation Area, improvements to open space and the provision of high quality student accommodation, with good levels of amenity, in a sustainable location close to the established universities.

11.3 The proposal is considered to be in accordance with the Development Plan, and national planning policy as described above and it is recommended that planning permission be granted subject to the conditions set out at Appendix 1 and the planning obligations outlined at the head of this report.

BACKGROUND PAPERS:

Pre-application file: PREAPP/18/00586

Car Park section of current application site (Oak House retained): 7 storey building including 5 storeys of student accommodation (70no beds) and 2-storeys of car parking (30 no spaces). Planning permission granted June 2002 and expired in June 2007 - app ref 20/360/01/FU.

Site at 46 Burley Street - app. ref. 16/01322/FU

Site Adjacent Concept House - app. ref. 18/00147/FU.

ADP House: The Ahlul Bayt cultural centre – app. ref. 16/01092/FU

DRAFT

Applicant Maple Grove Developments & Rushbond PLC

Application Number: 19/04278/FU

Agent: QUOD
Capitol
Bond Court
Leeds
LS1 5SP

Proposed Development At: Oak House, 94 Park Lane, Woodhouse, Leeds

Proposal: Demolition of all existing buildings and structures and the erection of a series of inter-linked townhouse blocks (3-6 storeys in height) for student accommodation use (sui generis), alongside landscaping, access and various associated highway and public realm works

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

   Imposed pursuant to the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2) The development hereby permitted shall be carried out in accordance with the approved plans listed in the Plans Schedule.

   For the avoidance of doubt and in the interests of proper planning.

3) Construction of external walls and roofs to any building subject of this permission shall not take place until details and samples of all external walling and roofing materials have been submitted to and approved in writing by the Local Planning Authority. Samples shall be made available on site prior to the commencement of building works, for inspection by the Local Planning Authority which shall be notified in writing of their availability. The building works shall be constructed from the materials thereby approved.

   In the interests of visual amenity.

4) Construction of brickwork shall not take place until a sample panel of the brickwork has been approved in writing by the Local Planning Authority. The panel shall be erected on site to establish the colour of bricks and the colour and type of jointing material. The brickwork shall be constructed in strict accordance with the sample panel(s) which shall not be demolished prior to completion of the development.

   In the interests of visual amenity and to ensure that the brickwork harmonises with the character of the area.

5) The approved Phase I Desk Study report indicates that a Phase II Site Investigation is necessary, and therefore development shall not commence until a Phase II Site

Investigation Report has been submitted to, and approved in writing by, the Local Planning Authority.

Where remediation measures are shown to be necessary in the Phase II Report and/or where soil or soil forming material is being imported to site, development shall not commence until a Remediation Statement demonstrating how the site will be made suitable for the intended use has been submitted to, and approved in writing by, the Local Planning Authority. The Remediation Statement shall include a programme for all works and for the provision of Verification Reports.

To ensure that the presence of contamination is identified, risks assessed and proposed remediation works are agreed in order to make the site 'suitable for use'.

6) If remediation is unable to proceed in accordance with the approved Remediation Statement, or where significant unexpected contamination is encountered, the Local Planning Authority shall be notified in writing immediately and operations on the affected part of the site shall cease. An amended or new Remediation Statement shall be submitted to, and approved in writing by, the Local Planning Authority prior to any further remediation works which shall thereafter be carried out in accordance with the revised approved Statement.

To ensure that any necessary remediation works are identified to make the site suitable for use.

7) Remediation works shall be carried out in accordance with the approved Remediation Statement. On completion of those works, the Verification Report(s) shall be submitted to the Local Planning Authority in accordance with the approved programme. The site or phase of a site shall not be brought into use until such time as all verification information has been approved in writing by the Local Planning Authority.

To ensure that the remediation works are fully implemented as agreed and the site has been demonstrated to be suitable for use.

8) Any soil or soil forming materials brought to site for use in garden areas, soft landscaping, public open space or for filling and level raising shall be tested for contamination and suitability for use. A methodology for testing these soils shall be submitted to, and approved in writing by, the Local Planning Authority prior to these materials being imported onto site. The methodology shall include information on the source of the materials, sampling frequency, testing schedules and criteria against which the analytical results will be assessed (as determined by risk assessment). Testing shall then be carried out in accordance with the approved methodology. Relevant evidence and verification information (for example, laboratory certificates) shall be submitted to, and approved in writing by, the
Local Planning Authority prior to these materials being imported onto the site.

To ensure that contaminated soils are not imported to the site and that the development shall be suitable for use.

9) Prior to the commencement of demolition documentation demonstrating the absence or total removal of asbestos from any building(s) to be demolished shall be submitted to and approved in writing by the Local Planning Authority. Should documentation be unavailable or insufficient, post-demolition surface soil sampling of future landscaped or garden areas shall be carried out and the results shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any post-demolition development.

Where surface soil sampling indicates remediation to be necessary, a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction. The Remediation Statement shall include a programme for all remediation works and for the provision of verification information.

Remediation works shall be carried out in accordance with the approved Remediation Statement. On completion of those works, the Verification Report(s) shall be submitted to the Local Planning Authority in accordance with the approved programme. The site or that phase of the site shall not be brought into use until such time as all necessary verification information has been approved in writing by the Local Planning Authority.

To ensure that the site is safe and suitable for use

10) Development (excluding demolition and site preparation works) shall not commence until a drainage scheme (i.e. drainage drawings, summary calculations and investigations) detailing the surface water drainage works as well as arrangements for its future maintenance (e.g. adoption by the Water Company) has been submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme shall restrict surface water discharges to 50% of existing levels.

To ensure sustainable drainage and flood prevention in accordance with NRWLP policy Water 7 and GP5 of the UDP

11) There shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works, unless otherwise approved in writing by the Local Planning Authority.

To ensure that no surface water discharges take place until proper provision has been made for its disposal

12) a) No works shall commence until all existing trees, hedges, bushes shown to be retained on the approved plans are fully safeguarded by protective fencing and ground protection in accordance with approved plans and specifications and the provisions of British Standard 5837 (2012) Trees in relation to design, demolition and construction, unless otherwise agreed in writing by the Local Planning Authority. Such measures shall be retained for the duration of any demolition and/or approved works.
b) No works or development shall commence until a written arboricultural method statement for a tree care plan has been submitted to and approved in writing by the local planning authority. Works or development shall then be carried out in accordance with the approved method statement.
c) No equipment, machinery or materials shall be used, stored or burnt within any protected area. Ground levels within these areas shall not be altered, nor any excavations undertaken including the provision of any underground services, without the prior written approval of the Local Planning Authority.
d) Seven days written notice shall be given to the Local Planning Authority that the protection measures are in place prior to demolition and/or approved works, to allow inspection and approval of the works.

To ensure the protection and preservation of trees, hedges, bushes and other natural features that make a positive contribution to the character and amenities of the area. In the absence of appropriate measures the retention and long term health of such vegetation could be compromised by the carrying out of the approved development.

13) Landscaping works shall not commence until full details of both hard and soft landscape works, including an implementation programme, have been submitted to and approved in writing by the Local Planning Authority. Hard landscape works shall include
(a) proposed finished levels and/or contours,
(b) boundary details and means of enclosure,
(c) other vehicle and pedestrian access and circulation areas,
(d) hard surfacing areas,
(e) minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.),
(f) proposed and existing functional services above and below ground (e.g. drainage, power cables, communication cables, pipelines etc., indicating lines, manholes, supports etc.).
Soft landscape works shall include
(g) planting plans, including those trees and hedgerows to be retained on site
(j) written specifications (including soil depths, tree pits, cultivation and other operations associated with plant and grass establishment) and
i) schedules of plants noting species, planting sizes and proposed numbers/densities.

All hard and soft landscaping works shall be carried out in accordance with the approved details, approved implementation programme and British Standard BS 4428:1989 Code of Practice for General Landscape Operations. The developer shall complete the approved landscaping works and confirm this in writing to the Local Planning Authority prior to the date agreed in the implementation programme.

To ensure the provision and establishment of acceptable landscape in accordance with Leeds Core Strategy Policy P12, Saved Leeds UDP Review (2006) policies GP5, N23, N25 and LD1.

14) A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules, to include a minimum 5 year planting defects period, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development. The landscape management plan shall be carried out as approved.

To ensure successful aftercare of landscaping, in accordance with adopted Leeds Core Strategy Policy P12, Saved UDP Review (2006) policies GP5 and LD1 and the NPPF.

15) Prior to the occupation of the development hereby approved, details of a servicing management plan including drop-off and pick-up arrangements at the start and end of term and servicing the building, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be operated in accordance with the approved management plan thereafter.

In the interests of sustainable development, amenity, and vehicular and pedestrian safety, in accordance with Leeds Core Strategy Policy T2, Leeds UDPR Policy GP5, and the NPPF.

16) No building works shall take place until details for the provision of highways works shown indicatively on plan 2018-026 0201 Rev G have been submitted to and approved in writing by the Local Planning Authority for inclusion in the section 278 Highways Agreement or to be secured by such other procedure as may be agreed between the applicants and the Local Planning Authority. Works shall be carried out in accordance with the approved details prior to first occupation of the building hereby approved.

In the interests of pedestrian and vehicular safety in accordance with policy GP5 of the Leeds UDP (Review) 2006.

17) Prior to first occupation a scheme detailing the method of storage and disposal of litter and waste materials, including recycling facilities, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include a description of the facilities to be provided including, where appropriate, lockable containers and details of how the recyclable materials will be collected from the site with timescales for collection. The approved scheme shall be implemented before the development hereby permitted is brought into use and no waste or litter shall be stored or disposed of other than in accordance with the approved scheme.

In the interests of amenity and to promote recycling, in accordance with the NPPF and Leeds UDPR Saved Policies GP5 and the NPPF.

18) Prior to the commencement of development, a Statement of Construction Practice shall be submitted to and approved in writing by the Local Planning Authority. The Statement of Construction Practice shall include full details of:
a) the methods to be employed to prevent mud, grit and dirt being carried onto the public highway from the development hereby approved;
b) measures to control the emissions of dust and dirt during construction;
c) location of site compound, site hoardings and plant equipment/storage;
d) location of contractor and sub-contractor parking;
e) how this Statement of Construction Practice will be communicated by the developer to local residents and who they should contact in the event of concerns
f) that construction works shall be restricted to 0800-1800 hours Monday to Friday, 0800- 1300 hours on Saturdays, with no works on Sundays and Bank Holidays, unless otherwise agreed in writing by the Local Planning Authority.

The approved details shall be implemented at the commencement of work on site, and shall thereafter be retained and employed until completion of works on site. The Statement of Construction Practice shall be made publicly available for the lifetime of the construction phase of the development in accordance with the approved method of publicity.

In the interests of residential amenity of occupants of nearby property in accordance with adopted Leeds UDP Review (2006) policy GP5 and the National Planning Policy Framework

19) Prior to the installation of any extract ventilation system or air conditioning plant, details of such systems shall be submitted to and approved in writing by the Local Planning Authority. Any external extract ventilation system/air conditioning plant shall be installed and maintained in accordance with the approved details. The systems shall limit noise to a level at least 5dBA below the existing background noise level (L90) when measured at the nearest noise sensitive premises with the measurements and assessment made in accordance with BS4142:1997.

In the interests of visual and residential amenity and in accordance with Saved Leeds UDP Review (2006) policy GP5 and the National Planning Policy Framework.

20) Noise insulation shall be provided to each of the units of living accommodation which shall comply with the recommendations set out in the submitted Noise Impact Assessment Report by WYG hereby approved with accoustic trickle vents used for those south facing units referred to in para 5.2 of the Report. These measures shall thereafter be retained on site for the lifetime of the development.

In the interests of residential amenity

21) Plant and machinery operated from the site shall limit noise to a level at least 5dBA below the existing background noise level (L90) when measured at the nearest noise sensitive premises with the measurements and assessment made in accordance with BS4142:1997.

In the interests of residential amenity.

22) No external lighting shall be installed on the building unless a scheme has previously been approved in writing by the Local Planning Authority. The scheme shall be installed and retained thereafter in accordance with the approved details.

In the interests of residential amenity and highway safety.

23) No works to or removal of trees or shrubs shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds nests immediately before (within 24 hours) the works commence and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the Local Planning Authority within 3 days of such works commencing.

In order to protect nesting birds in vegetation which is to be removed or impacted by removal.

24) Prior to the installation of those features to which this condition relates, a plan shall be submitted to and approved in writing by the Local Planning Authority of integral bat roosting and bird nesting features (for species such as House Sparrow and Swift) within the development hereby approved. The agreed plan shall show the number and specification of the bird nesting and bat roosting features and where they will be located, together with a timetable for implementation and commitment to being installed under the instruction of an appropriately qualified bat consultant. All approved features shall be installed in accordance with the agreed timetable and retained thereafter.

In order to maintain and enhance biodiversity in accordance with Core Strategy Policy G9 and the NPPF.

25) Development shall not be occupied until the approved cycle/motorcycle parking and facilities have been provided. The facilities shall be retained for the lifetime of the development.

In order to ensure the development is provided with adequate, on site, cycle and motor cycle parking.

26) The development shall be constructed in accordance with the sustainable design and construction principles set out in a document to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

To ensure the adoption of appropriate sustainable design principles in accordance with Leeds Core Strategy Policies EN1 and EN2, Leeds SPD Sustainable Design and Construction and the NPPF.

Plans Schedule :-

Plan Type	Plan Reference	Received

Reason(s) for granting consent:-

For information:-

1) In reaching a decision the case officer dealing with the application has worked with the applicant/agent in a positive way to produce an acceptable scheme in accordance with the National Planning Policy framework.

2) The applicant should be aware that there is an Agreement/Obligation by way of undertaking under Section 106 of the Town and Country Planning Act 1990 affecting this site or that there is likely to be a need to enter into such Agreement/offer an Obligation to discharge the requirements of conditions above.

3) This permission does not give consent to any advertisement intended to be displayed on the site for which separate express consent may be necessary under the Town and Country Planning (Control of Advertisements) Regulations 2007.

4) This permission does not give consent to any structural, elevational or sanitary alterations, including flue pipes, for which separate formal approval would be necessary, and a separate application(s) should be made before the commencement of any works, under the Town and Country Planning Act 1990 and/or the Building Act 1984.

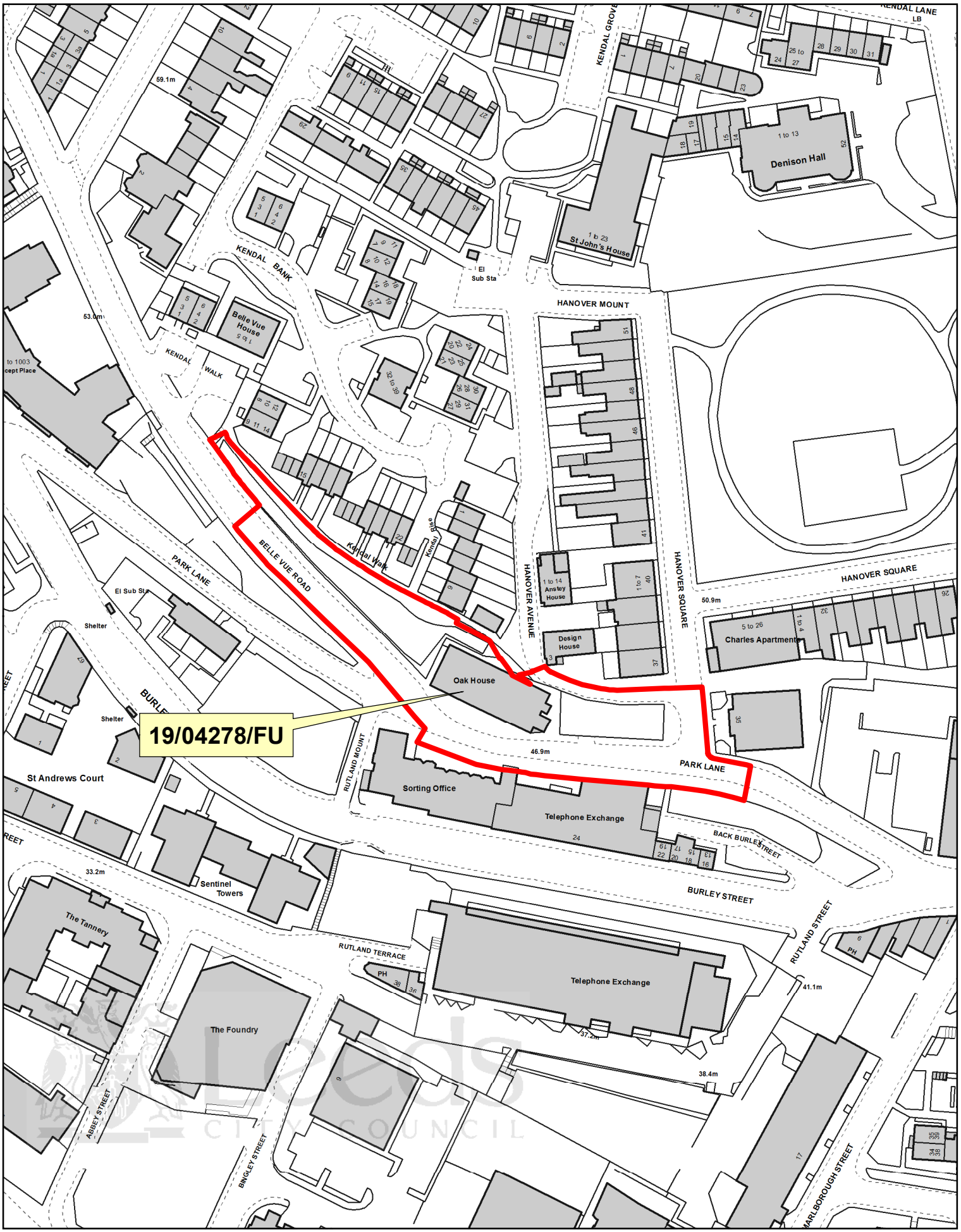
5) All reports addressing land contamination should be compiled in accordance with best practice and policies Land 1 of the Natural Resources and Waste Local Plan 2013 and GP5 of the Unitary Development Plan Review 2006.

   Prior to preparing any reports in compliance with conditions related to land contamination the applicant is also advised to refer to the Leeds City Council guidance leaflets in the series:- The Development of Contaminated Sites:
   The Blue Leaflet (CL2) - Reports in Support of Planning Applications
   The Yellow Leaflet (CL4) - Residential Development on Land Affected by Contamination

   These leaflets can be obtained at www.leeds.gov.uk/contaminatedland

6) The applicant is advised that remediation of any contaminated site is required to a standard such that the site would be suitable for use policies Land 1 of the Natural Resources and Waste Local Plan 2013 and GP5 of the Unitary Development Plan Review 2006. This includes the quality of imported soils and soil forming materials. The developer is responsible for the ensuring that development is safe and suitable for use for the intended purpose.

Further information regarding rights of appeal, removing site notices etc will appear from this point forward on the final decision notice when it is produced.



CITY PLANS PANEL

© Crown copyright and database rights 2019 Ordnance Survey 100019567

PRODUCED BY CITY DEVELOPMENT, GIS MAPPING & DATA TEAM, LEEDS CITY COUNCIL

SCALE : 1/1500

PROPOSED SITE PLAN

1 : 250

NORTH

DLA DESIGN

REVISIONS

No.	DESCRIPTION	DATE
A	DRAWINGS UPDATED IN LINE WITH CURRENT PROPOSAL.	09/07/19 SP LS
B	RESIZED TO 1:250 TO SHOW WHOLE SITE	10/07/19 SP SS
C	REVISED TO SHOW LATEST HIGHWAY WORKS PROPOSALS	04/09/19 PSL SS
D	EXTERNAL CYCLE SPACES ADDED TO PLAN.	26/09/19 LB SS
E	2m WIDE FOOTWAY INDICATED ADJACENT NEW BUILDING	11/10/19 PSL SS
F	PARK LANE ROAD ALIGNMENT UPDATED.	20/10/19 LB SS

ARCHITECTURE

No. 55 | St Paul's Street | Leeds | LS1 2TE

0113 887 3100 www.dla-design.co.uk

PROJECT
OAK HOUSE
PARK LANE, LEEDS

TITLE
PROPOSED SITE PLAN

SCALE	DATE
1 : 250 @ A1	04/07/19
DRAWN	REVIEWED
LB	SS

DLA REF	NUMBER	REVISION
2018-026	0102	F

STATUS
PLANNING

Leeds CITY COUNCIL

Originator: Paul Kendall
Tel: 0113 222 4409

Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 31st October 2019

SUBJECT: PRE-APPLICATION PREAPP/18/00582 FOR A MAJOR DEVELOPMENT RELATING TO A BUILD TO RENT RESIDENTIAL DEVELOPMENT OF UP TO 20 STOREYS WITH 204 NO. APARTMENTS, LANDSCAPING, GROUND FLOOR PARKING AND ASSOCIATED WORKS AT LAND OFF MARSH LANE, SAXTON LANE AND FOUNDRY STREET, LEEDS, LS9 8HE

Pre-applicant: Modernistiq Ventures Ltd

Electoral Wards Affected:	**Specific Implications For:**
Burmantofts and Richmond Hill	Equality and Diversity ☐
	Community Cohesion ☐
Yes ☐ Ward Members consulted	Narrowing the Gap ☐

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

1.0 INTRODUCTION:

1.1 This presentation is intended to inform Members at an early stage of the emerging proposals for a residential scheme on a site near the edge of the designated City Centre. The proposal is brought to City Plans Panel as the development is for a major housing development at a prominent site at the western end of the Aire Valley Leeds Area Action Plan.

2.0 SITE AND SURROUNDINGS:

2.1 The Site is located off Marsh Lane (A61) to the west, on land bound by Saxton Lane to the north, Foundry Street to the east, and student accommodation at Mill Street to the south. Access is provided into the east of the site via Foundry Street, with direct access into the north of the Site from Saxton Lane.

2.2 The Site currently comprises one 'L' shaped two storey building with pitched roof used as a car service and MOT centre. A car parking area is located in the north

western corner of the Site with access directly from Saxton Lane. The site is surrounded by a mix of boundary treatments and the general appearance is of a site which is more functional than aesthetically pleasing.

2.3 To the south, the student accommodation buildings extend between 8 and 11 storeys in height, and to the south west, beyond Marsh Lane, is 'The Gateway' residential development which is between 9 and 14 storeys. The Leeds Central Ambulance Station immediately to the east is 1 storey and has a 'Blue Route' running along Saxton lane. To the north is the former Alton Cars garage site which is now used by 'Living Hope Church' and an application for a 22 storey residential building (app. ref. 19/01010/FU) was approved in principle by Members at City Plans Panel on 10 October 2019. The site is clearly visible from the main roads of the Crown Point gyratory as well as close to the elevated section of railway viaduct to the north.

2.4 The site is located within both the defined City Centre and the boundary of the Aire Valley Leeds Area Action Plan (AVLAAP). It is identified for housing in the AVLAAP having been the site of a previous residential permission referenced below in para 4.1. There are a number of bus stops located close to the site, with Leeds bus station being only 400m walking distance from the site. In addition, Leeds Railway Station is a 15-minute walk away.

3.0 PROPOSAL:

3.1 The proposal consists of one building of up to 20 storeys, stepping down to 15 storeys to the west, fronting Marsh Lane and 17 storeys to the south. This allows for the core to remain within the tallest central element, whilst enabling the building to address and respond to the heights of the proposed neighbouring building to the north and the existing student block to the south. The wing fronting Marsh Lane is also angled to reflect the alignment of the road frontage and this sets up an acute angle to the south-western corner which is a notable feature of the scheme.

3.2 The lower two floors of the building would be emphasised by an increased height to articulate and define the base of the building. Horizontal banding is proposed at alternate floors to provide visual interest and to help emphasise a base, middle, top hierarchy. The base would also have a canopy which would sit above ground floor level, over the car parking, and also act as a wind mitigation feature. The building is also cut back at ground floor level on the Marsh Lane frontage which is required as there is a drainage easement which runs parallel with Marsh Lane and cannot be built over.

3.3 The external materials proposed for the building are a brick outer frame with infill metal cladding and glazing. The taller middle block is proposed to comprise a darker 'red local brick' tone, with a lighter variant for the east and west portions. The main resident access is provided from Saxton Lane.

3.4 The scheme contains approximately 204 no. purpose designed Build to Rent (BtR) apartments comprising:

110	x 1 beds	(39-47 sqm)
82	x 2 beds	(63-70sqm)
11	x 3 beds	(80-87sqm)
1	x 4 bed	(107sqm)

Total: 204

The applicant recognizes current policy on affordable housing as set out in the Core Strategy Review 2019 and has stated that their preferred option is to provide a commuted sum in lieu of on-site provision at 7% in accordance with CSSR Policy H5 (iii).

3.5 All apartments meet, and in some cases exceed, the sizes set out in CS Policy H9. The ground floor will also provide bike storage areas, maintenance workshop, plant and bin storage. Residents' communal amenity space would be provided in three separate locations, 50 sqm at ground floor level fronting Saxton Lane, 150sqm at first floor level fronting Marsh Lane above the car parking area and 55sqm in a glazed lounge giving access to the roof of the element fronting Marsh Lane at 15th floor level (approx. 150 sqm).

3.6 The building is set back from the southern boundary to maintain a reasonable distance (average 14m) from the student residential building to the south. In addition, two trees are located close to the common boundary, on the neighbouring site, which are to be retained.

3.7 The existing access into the site from Saxton Lane will be removed and replaced with a lay-by, with vehicular access to the car parking spaces proposed via a new improved access from Foundry Street. This street also enables larger service vehicles to access the site. This is a more suitable and appropriate access for the site as Saxton Lane is part of the 'Blue Route' associated with the neighbouring ambulance station.

3.8 A total of 11 car parking spaces are indicated on the plans, located beneath the undercut on the Marsh Lane frontage and screened from view by dense planting. This number of spaces equates to just under 6% provision. 194 long-stay cycle parking spaces are proposed in two secure sheltered areas with 20 visitor cycle parking spaces also to be provided.

3.9 The applicant has stated that 'the scheme will satisfy Core Strategy Policy EN1 (climate change) and EN2 (sustainable design and construction) by ensuring that sustainable construction techniques are adopted and that the buildings will be sustainable in terms of design. The proposals will also be considered with regard to the hierarchy set by Policy EN4 with regards to district heating and a Sustainability Appraisal and Energy Statement will be submitted in support of any future planning application.

3.10 The applicant has provided a desk top assessment of the wind environment surrounding the proposed development and an indication of the necessary wind mitigation which will be required. This has been carried out by a recognised wind consultant. The potential future scenario including the proposed building to the north has also been considered. This indicates that mitigation can be provided within the site in the form of canopies along the western side of the building and within the car park area, as well as a canopy over the main entrance door, none of which would overhang the public highway. A full wind micro-climate study will be carried out and submitted as part of any future application.

4.0 RELEVANT PLANNING HISTORY:

4.1 The site has had a previous planning permissions (app ref. 20/159/04) for a Part 8, Part 9 storey block of 80 flats with parking. This was subsequently renewed by permission ref: 08/01844/FU and 11/01442/EXT. These applications have not been implemented and have now expired.

4.2 An application for a pair of tall buildings to the north of Saxton Lane was approved in principle at City Plans Panel on 10 October 2019 (app. ref. 19/01010/FU). This comprises 2 buildings for a Build to Rent residential development of 6-22 storeys with 349 no. apartments, landscaping, basement parking and associated works.

4.3 Approval was granted at City Plans Panel in November 2017 for a Build To Rent scheme at Flax Place approximately 150m to the south of the site which is the subject of this pre-application (app. ref. 17/06296/FU). This approved 300 residential units, a retail unit, a health care centre, parking and landscaping. Construction has not yet commenced

5.0 HISTORY OF NEGOTIATIONS:

5.1 Pre-application meetings have taken place between the developer team and officers focusing on scale & massing, architectural treatment and materials and highways considerations. As a result the scheme now has a more articulated profile, avoids the drainage easement and has a better ground floor and highways layout.

6.0 CONSULTATION RESPONSES:

6.1 Highway Services:
The site is considered accessible, being close to the city centre, though the busy highway network could cause some severance.

The level of parking proposed is low (11 spaces for 203 units); this would need to be justified as meeting the needs of the development without causing parking issues on the surrounding highway. A survey of parking and restrictions within an 800m radius would be required, along with a S106 contribution to address any parking issues should they arise as a result of the development.

A pre-requisite of such a reduced level of parking would be drop-off/pick up provision for the development, a robust travel plan and a contribution for TROs if required. The provision of a layby on Saxton Lane is acceptable in principle. A car club bay is required and the location of this can be agreed subsequently. A Stage 1 Road Safety Audit will be required.

Disabled car parking, long and short-stay cycle parking and motorcycle parking are required as per the Parking SPD. Electric Vehicle Charging Points (EVCPs) are required for all parking spaces.

Off-site highway works are required consisting of: footway/carriageway widening and revised kerb radii to Foundry Street; provision of a layby on Saxton Lane; a new vehicle access on Foundry Street; reinstatement of redundant vehicle accesses to full height footway; and provision of a car club bay along with associated TRO's. These works will be subject to a S278 agreement.

A contribution should be sought towards the planned footbridge across Marsh Lane to improve pedestrian connectivity, and towards improved pedestrian wayfinding.

Any wind mitigation must not be on or over the highway; trees/soft landscaping must not be used to mitigate wind safety issues in the highway.

It is unlikely that any specific road safety concerns will be raised if the proposals address these comments satisfactorily.

Sustainability - Contaminated Land: A Phase 1 Desk Study will be required in support of any application.

Flood Risk Management: The proposed site is located within Flood Zone 1 with no evidence of flooding to the site. It is recommended that the finished floor level is raised above the adjacent road levels. Any Flood Risk Assessment should focus on the management of surface water at the site. Records indicate the presence of a 22mm diameter combined public sewer running through the western portion of the site. This sewer must be shown on any future layout drawings in any full application. Yorkshire Water will need to be consulted in regards to the sewer and will need to agree an easement (3m) between the sewer and the location of any structure/building.

7.0 RELEVANT PLANNING POLICIES:

7.1 Statutory Context

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 at this site, the Development Plan for Leeds currently comprises the following documents:

- The Leeds Core Strategy (CS - Adopted November 2014 and Reviewed September 2019)
- Saved Unitary Development Plan Review Policies (UDPR - Adopted 2006)
- The Natural Resources & Waste Local Plan (NRWLP - Adopted January 2013) including revised policies Minerals 13 and 14 (Adopted September 2015).
- Leeds Site Allocations Plan (SAP - Adopted July 2019)
- Aire Valley Leeds Area Action Plan (AVLAAP) (2017)

These development plan policies are supplemented by supplementary planning guidance and documents.

7.2 Development Plan

7.2.1 Leeds Core Strategy

The Core Strategy (CS) sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district. The most relevant policies in relation to consideration of this application are set out below.

Spatial Policy 1: Location of Development states that:
(i) The majority of new development should be concentrated within urban areas taking advantage of existing services, high levels of accessibility and priorities for urban regeneration and an appropriate balance of brownfield and green-field land

Spatial Policy 3: seeks to maintain and enhance the role of the City Centre as an economic driver for the District and City Region, by comprehensively planning the redevelopment and re-use of vacant and under-used sites for mixed use development and areas of public space; enhancing streets and creating a network of open and green spaces to make the City Centre more attractive; and improving connections between the City Centre and adjoining neighbourhoods.

Spatial Policy 4: Aire Valley Leeds as Regeneration Priority Programme Area: Priority will be given to developments that improve housing quality, affordability and choice.

Spatial Policy 5: Aire Valley Leeds Urban Eco-settlement
Aire Valley Leeds (Urban Eco–Settlement) is identified as a strategic location, providing a minimum of 6,500 new homes.

Spatial Policy 6: Housing Requirement and Allocation of Housing Land: Sets out the criteria for identification of new housing site over the plan period

Spatial Policy 7: Distribution of new housing: East Leeds is expected to provide an additional 11,400 new housing units within the plan period.

Spatial Policy 11: includes a priority related to improved facilities for pedestrians to promote safety and accessibility, particularly connectivity between the edges of the City Centre and the City Centre itself.

Policy CC1: City Centre Development
The City Centre will be planned to accommodate at least the following:
(iii) 10,200 dwellings.
b) Encouraging residential development including new buildings and changes of use of existing buildings providing that it does not prejudice the town centre.

Policy CC3: new development will need to provide and improve walking and cycling routes connecting the City Centre with adjoining neighbourhoods.

Policy H3: housing development should meet or exceed 65 dwellings per hectare in the City Centre.

Policy H4: developments should include an appropriate mix of dwelling types and sizes to address needs measured over the long term taking into account the nature of the development and character of the location.

Policy P10: New development for buildings and spaces, and alterations to existing, should be based on a thorough contextual analysis to provide good design appropriate to its scale and function. New development will be expected to deliver high quality innovative design that has evolved, where appropriate, through community consultation and which respects and enhances the variety of existing landscapes, streets, spaces and buildings according to the particular local distinctiveness and wider setting of the place, contributing positively towards place making and quality of life and be accessible to all.

Policies T1 & T2: identify transport management and accessibility requirements to ensure new development is adequately served by highways and public transport, and with safe and secure access for pedestrians, cyclists and people with impaired mobility.

Policy G9: states that development will need to demonstrate biodiversity improvements.

Policies EN1 and EN2 set targets for CO2 reduction and sustainable design and construction, and at least 10% low or zero carbon energy production on-site and a usage of 110 litres of water pppd..

Policy EN 4: Hierarchical approach to connection to a district heating system.

Policy EN5 identifies requirements to manage flood risk.

Policy EN8 requires all parking spaces to be EVCP.

The CS Selective Review: was adopted by Full Council in September 2019 and this has resulted in the following policy changes. Subsequent to adoption, all policies subject to the CS Selective Review can now be afforded full weight.

Policy H5 - increases the amount of affordable housing to be provided and includes a new section on Affordable Housing and Build to Rent Schemes. This offers the following options: 20% of the units to be let at 20% below market rent; 7% of the units to be let on a 60/40 split lower decile/lower quartile; financial contribution for provision off site.

Policy H9 – Sets minimum space standards in line with the NDSS.

Policy H10 - requires accessible and adaptable housing to be provided.

7.2.2 **Leeds Unitary Development Plan Review 2006 - Saved Policies**
Policy BD2 (Design and siting of new buildings)
Policy BD4 (Plant equipment and service areas)
Policy BD5 (All new buildings and amenity)
Policy GP5 (All planning considerations)
Policy LD1 (Landscaping schemes)
Policy CC2 (City Centre boundary)

7.2.3 **Leeds Natural Resources and Waste DPD 2013 including revised policies Minerals 13 and 14 (Adopted September 2015)**
The plan sets out where land is needed to enable the City to manage resources, like minerals, energy, waste and water over the next 15 years, and identifies specific actions which will help use natural resources in a more efficient way. Relevant policies include:
Air 1 management of air quality through new development
Water 7 surface water run-off
Land 1 contaminated land

7.2.4 **Aire Valley Leeds Area Action Plan (AVLAAP) (2017)**
The site is identified for residential use in the AVLAAP with a capacity of 80 units. It is also within the designated East Street Opportunity Area ("ESOA") (Policy EB4), where the redevelopment of existing buildings for residential purposes is encouraged. The ESOA contains a set of principles to guide development, including:

- The development in the ESOA should enhance its role as a gateway into the city centre;
- Providing improved pedestrian and cycle connections between the Saxton Gardens, Richmond Hill and Cross Green areas and the city centre, Leeds Dock and South Bank;
- Creating active frontages on the ground floor of buildings along the main routes in the area; and
- Improving the visual and environmental quality of the East Street corridor through high quality, distinctive building design, attractive areas of new landscaping and improvements to the public realm.

Policy AVL18 states the Council will seek to improve public health outcomes, reduce health inequalities and improve the accessibility of health services in the AVL through a range of measures and interventions, including:

1) Promoting energy efficient new homes, promoting decentralised, lower cost energy production and distribution through the creation of local heat networks.
2) Use of local employment and training agreements associated with new development and improvements to the local transport network to improve connections from east and south Leeds.
3) Promoting 'child friendly' development, including safer streets and reducing the physical barriers created by major roads.
4) Providing new and improved green routes linking communities and key destinations.
5) Providing high quality new areas of green space within new development and improvements to the quality and accessibility of existing green spaces.

Policy AV17 supports the delivery of a phased heat network in AVL during the plan period forming part of a wider scheme linking to the city centre and other areas. Where a development proposal is located within a district heating network 'cluster', it requires as a minimum, for a scheme to be designed to allow connection to a district heating network set out under Policy EN4 (Core Strategy), subject to whether it is technically viable and appropriate and of a scale to which the policy applies.

7.3 **Supplementary Planning Guidance**

Tall Building Design Guide and draft version 2019. This site is not specifically identified for tall building but neither is it within a key view or an area of sensitivity
SPD Parking
SPD Street Design Guide
SPD Travel Plans
SPD Building for Tomorrow Today: Sustainable Design and Construction
SPD Accessible Leeds
SPG City Centre Urban Design Strategy
SPG3 Affordable Housing and the interim affordable housing policy
SPG Neighbourhoods for Living

7.4 **National Planning Policy Framework (NPPF**)

The NPPF and the National Planning Practice Guidance (NPPG) set out the national policies for England and how these are expected to be applied. One of the key principles running through the Framework is a presumption in favour of Sustainable Development set out in three parts: Economic, Social and Environmental. The revised NPPF (2019) now seeks to tighten definitions on the presumption in favour of sustainable development, increases the emphasis on high-quality design and place-making.

Paragraph 59 of the revised NPPF directs Local Planning Authorities to apply a presumption in favour of sustainable development and that they should approve development proposals that accord with an up-to-date development plan without delay.

The below sections of the Revised NPPF are also considered to be relevant:

Section 9: Promoting Sustainable Transport – developments should give priority first to pedestrian and cycle movements and facilitate access to high quality public transport; address the needs of people with disabilities; create places that are safe,

secure and attractive which minimise the scope for conflicts between pedestrians, cyclists and vehicles; avoid unnecessary street clutter; respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Section 11: Making effective use of land - Planning policies and 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. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land

Para 123 (c) local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Section 12: Achieving Well-designed places

Para 127: Planning policies and 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.

8.0 KEY ISSUES

8.1 Principle of the Use

The surrounding area is undergoing a significant change in character with a high number of conversions and new build residential schemes replacing former industrial and commercial uses. The proposals accord with the residential use allocation in the AVLAAP, site reference AV19, and the principles of Policy EB4 which encourages redevelopment of existing buildings for housing in the East Street Opportunity Area. Policy CC1 (b) (City Centre Development) of the CS encourages residential development in city centre locations. The site is sustainably located within the defined City Centre and thus accords with the locational priorities for development set out in CS Spatial Policy 1.

8.2 Therefore the residential use proposed would significantly contribute towards the Aire Valley and City Centre HMCA housing targets set out under CS Spatial Policy 5 and Spatial Policy 6 respectively. As such, it is considered that the use of the site for residential use accords with policy requirements and is acceptable here.

8.3 Housing mix and affordable housing

The proposals indicate that the development will have a mix of 1, 2, 3 & 4 bedroom units of which 54% contain one bedroom. CS Policy H4 requires an appropriate mix of unit sizes. The applicant considers their proposed mix responds to the market in this location. It also includes a 4 bedroom apartment which is unusual in the city centre. A Housing Needs Assessment will be required as part of the future application so as to provide justification for any variance from the requirements of Policy H4.

1. Do Members have any comments on the proposed mix of units?

8.4 The applicant has stated that their preference is to provide a commuted sum for provision of affordable units off-site. This is in accordance with CSSR Policy H5 (iii). The option to provide a commuted sum has been supported in the CSSR after consideration of Build to Rent schemes at Executive Board in March 2017 which recognized that it is more likely to be in line with the funding model which underpins this type of delivery. It also provides some certainty to investors when making decisions about which markets to invest in. Commuted sums will then be used to support strategic regeneration priorities and promote the delivery of new affordable housing in the city centre as part of the Council's inclusive growth ambitions, thereby underlining the Council's priority of providing enough homes of a high standard in all sectors.

8.4 Massing/Scale/Layout

This site is in the immediate setting of a number of substantial buildings namely Gateway Court to the south and Quarry House to the north and Members recently considered the site immediately to the north appropriate for a tall building up to 22 storeys in height. It is considered that this site would not impact on any of the key views identified in either the existing Tall Buildings Design Guide or the draft SPD and is not within the zones of sensitivity identified in the latter. It is also located adjacent major road and rail infrastructure and therefore, in this context, a tall building is considered appropriate in terms of its townscape impact.

8.5 The primary focus for the design development of the building has been to create a form which provides a transition between the student residential building to the south and the proposed taller development to the north, but which would be acceptable within this context if the building to the north were not developed. This has resulted in a stepped outline which itself creates an interesting silhouette on the city skyline. The recesses created in the elevation have been introduced to try to emphasise the tallest part of the proposal located in the centre of the scheme, as

well as additional layering and variation. The angled wing to the Marsh Lane frontage creates a more dynamic form that if it were to simply be set at a right-angle. The images to be presented at Panel will show this in elevation and in the context of street views.

8.6 The orientation of the blocks is considered to respond positively to the alignment of Marsh Lane and Saxton Lane and the building to the south.

2. Do Members support the emerging scale and form of the proposed building?

8.7 Elevational Treatment

Officers consider that the area is in transition where the scheme would sit alongside a broad mix of buildings from differing architectural periods. As such the design is not required to be reflective of any particular style or character of the area although it clearly sets up an architectural dialogue with the proposal to the north. The overriding factor is that the architecture and the materials used are both of high quality in their own rights and the use of brick is considered to be appropriate here.

8.8 The facades are proposed to have a calm modernist architecture incorporating two shades of complementary red brick to provide visual interest and to emphasise the dominant central element, to which the lower wings are subservient. Variety in the building elevations is attained through the modelling of the facades which provides interest. In addition the detailed elevations are proposed to be subdivided both horizontally and vertically to provide depth and layering. Officers consider the emerging design to be appropriate for this site and that it would make a positive contribution to the context of the wider area.

3. Do Members consider the emerging elevational treatment of the proposed building is acceptable?

8.9 Residential amenity considerations

All apartments are designed to meet or be above the minimum space standards set out in new CS Policy H9. There are 3 areas of residents' amenity space within the building resulting in over 250 sqm of communal facilities. The building maintains a respectful relationship with the existing student building to the south, which is set at an angle and an average 14m away. This proximity is considered to be acceptable in this city centre location and will allow windows to gather sufficient natural light and views out to be acceptable for the future occupiers of the proposal and those of the existing building. In view of the proposed distances between the buildings and their spatial relationship, along with the provision of internal and external space, the amenity of the occupiers of these buildings is considered to be acceptable

8.10 The site is close to a main traffic route on Marsh Lane and the building will have to take account of this in its design with measures employed to mitigate the impact of road traffic noise and air quality. This detail would be provided as part of the full application submission.

8.11 Layout/Landscaping

The small size of the site means there is little opportunity for open space provision on the site, although the area to the road frontage is landscaped due to the presence of the drainage feature below ground at this point. As this site is less than 0.5 Ha and within the city centre there is no policy requirement for open space provision as part of the proposal. The landscaping scheme envisaged at this stage

is soft in nature and will be used to provide screening to the ground floor car parking areas and cycle storage facility.

8.12 Transport and Access

The site is in a sustainable location with excellent access to the many amenities offered by the City Centre which would be within easy walking distance, including the bus and coach stations. The car parking spaces will be limited to only a low percentage of the total number of flats (5%), which is a restriction resulting from the physical capacity of the site. However, other facilities that will promote sustainable forms of transport such as cycle, motor cycle parking and a car club space, to be located in the vicinity of the site, will be provided. In addition, the scheme provides a new layby to Saxton Lane and the provision of 2m footways around the perimeter of the site with other servicing from larger vehicles able to be undertaken on Foundry Street. There are also wide spread on-street parking restrictions which will help to prevent adverse highway conditions arising as a result of the development

4. **Do Members consider the approach to car and cycle parking provision and servicing to be acceptable?**

8.13 Climate Change Emergency and Sustainability

As detailed in the outline given of the proposal above, the applicant has indicated that the scheme will comply with all existing, applicable sustainability and environmental policies and would be constructed in a manner which would enable it to be connected to the Leeds Pipes (district heating) scheme on Flax Place. The site is sustainably located and would be subject to a travel plan. Planting can be provided on site to absorb air-borne particulates and capture CO2 emissions.

8.14 Wind

The applicant has provided a desk based study which indicates that the expected wind conditions are likely to be able to be mitigated by measures placed wholly within the site. This is for the existing, as well as the potential future, surrounds. It is not possible at this stage to make any definite statements as a full wind study will have to be carried out and peer reviewed on submission of the full application. However at this stage this is considered to provide sufficient comfort to enable the scheme to proceed.

9.0 CONCLUSION

9.1 The key questions asked in the report above are as follows:

1. **Do Members have any comments on the proposed mix of units?**

2. **Do Members support the emerging scale and form of the proposed building?**

3. **Do Members consider the emerging elevational treatment of the proposed building is acceptable?**

4. **Do Members consider the approach to car and cycle parking provision and servicing to be acceptable?**

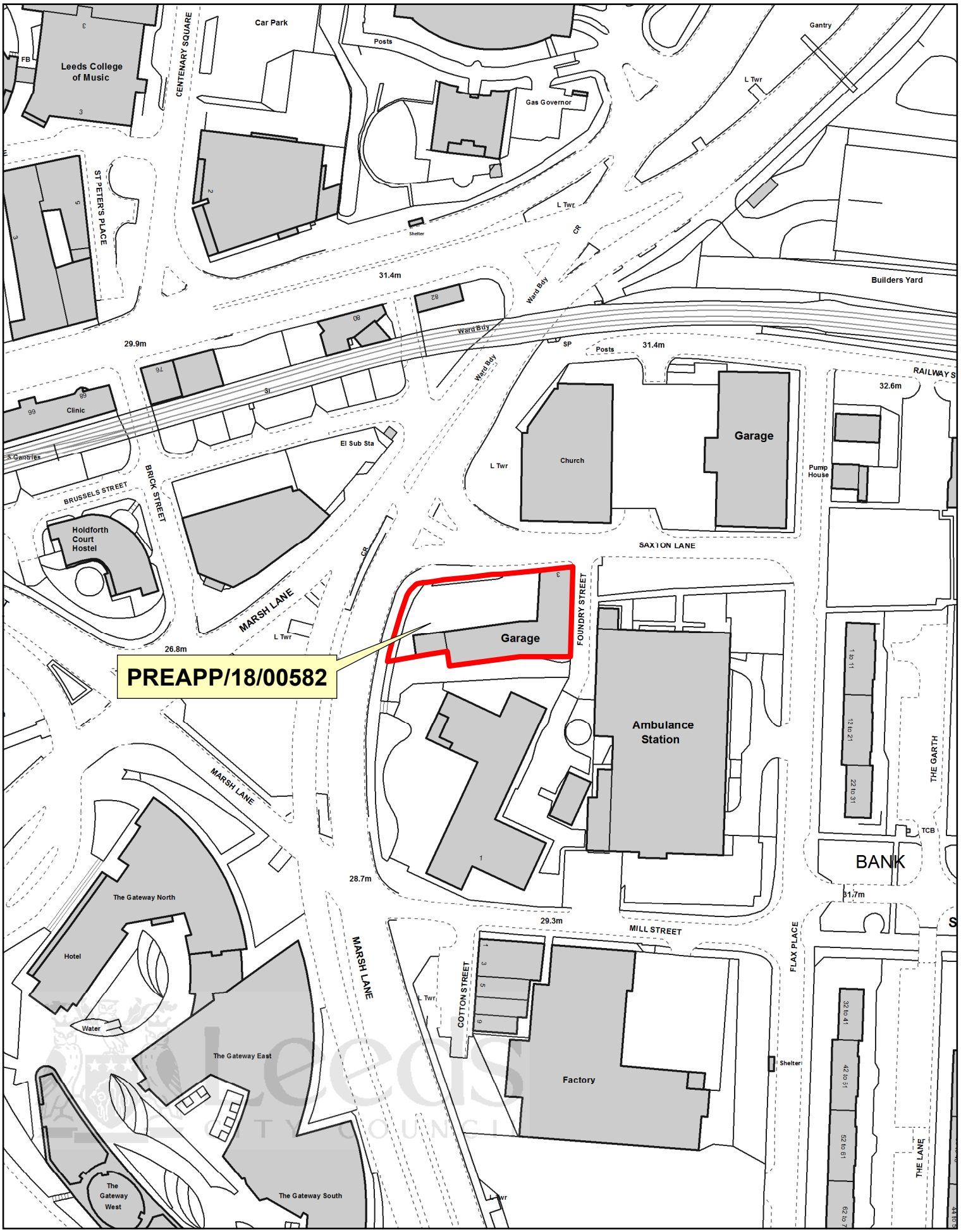
Background Papers:

Proposal site: pre-application ref. PREAPP/18/00582

Previous permission on this site for 80 residential units apps. ref.'s 20/159/04; 08/01844/FU and 11/01442/EXT

Marsh Lane/ Saxton Lane residential application for 349 apartments app. ref. 19/01010/FU

Flax Place 300 residential units app. ref. 17/06296/FU

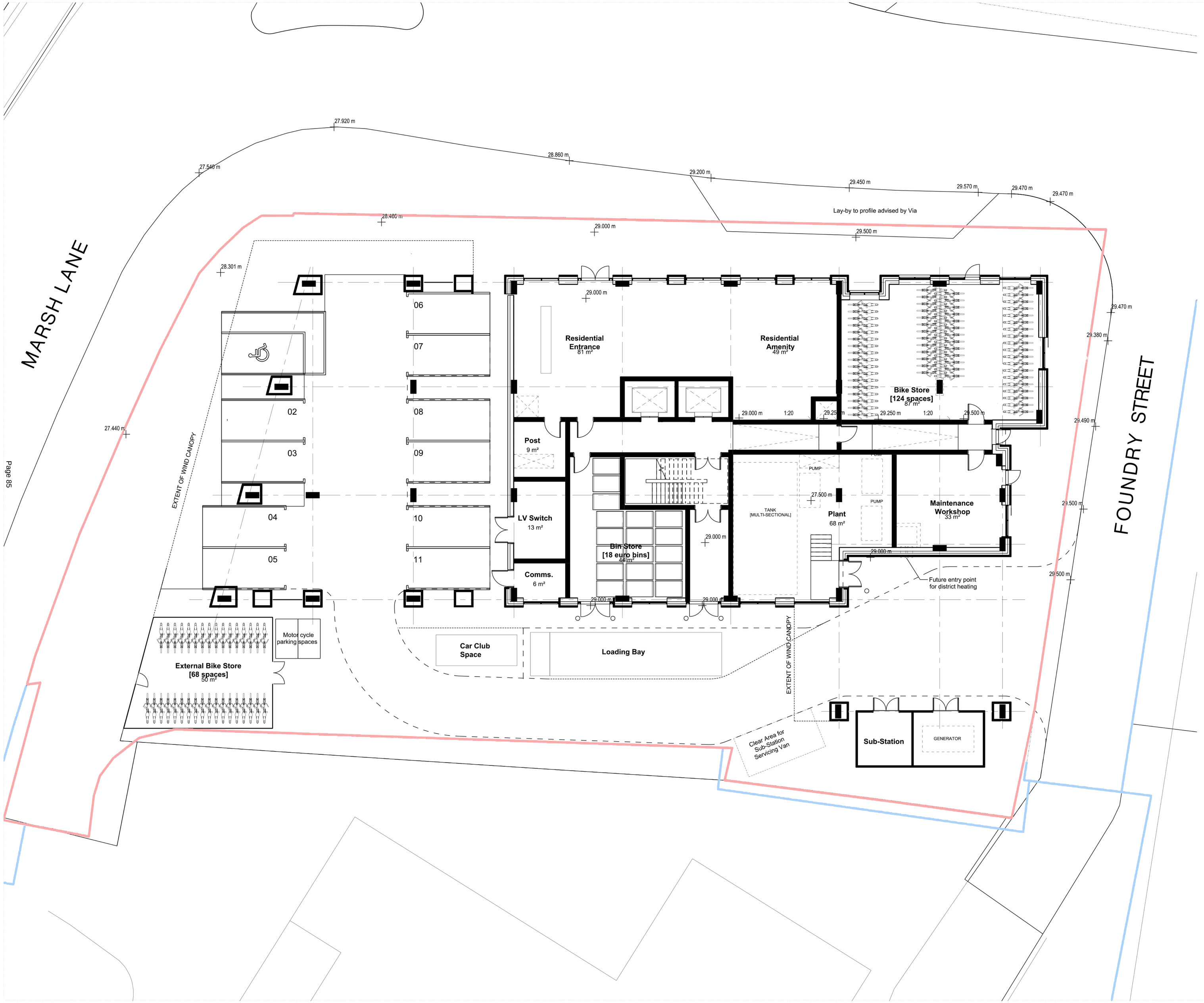


CITY PLANS PANEL

© Crown copyright and database rights 2019 Ordnance Survey 100019567

PRODUCED BY CITY DEVELOPMENT, GIS MAPPING & DATA TEAM, LEEDS CITY COUNCIL

SCALE : 1/1500



Drawing Original Size
A1

0

Notes
Unless indicated, this drawing is for information only and should not be used for construction. Do not scale, use figured dimensions only. All dimensions to be checked on site. This drawing should be printed and read at the original size, as stated above. Cartwright Pickard Architects accepts no responsibility for errors that occur as a result of reviewing this drawing at any other size.

Cartwright Pickard Architects prepared this drawing using Revit 2019.2 and does not accept liability for any loss or degradation of that information held in the drawing resulting from the translation from the original file format to any other file format or from the recipients reading of it in any other programme or an earlier version of the programme referred to above. Cartwright Pickard Architects accepts no liability for use of this drawing by parties other than the party for whom it was prepared or for purposes other than those for which it was prepared.

DWG Issues
When this drawing is issued in DWG format it is an uncontrolled version and is provided to enable the recipient to prepare its own documents/drawings for which it is solely responsible. It is based on background information current at the time of issue.

Cartwright Pickard Architects accepts no liability for any alterations to, additions to or discrepancies arising out of changes to such background information which occur after it has been issued by Cartwright Pickard Architects.

Drawing Revisions

Date:	Rev:	Note:	Check:
27.02.19	-	Issued for Reference	LP
07.03.19	A	Issued for Reference	LP
28.03.19	B	Plant / Support Areas Updated	LP
15.04.19	C	Issued for Information	LP
17.04.19	D	Dimensions Added	LP
15.05.19	E	Plan Revised	LP
07.06.19	F	Plan Revised	LP
17.06.19	G	Plan Revised	LP
04.07.19	H	Levels Added	LP
18.07.19	J	For Information	LP
26.07.19	K	Vehicle Tracking Added	LP
07.08.19	L	Verhicle Access Revised	LP
22.08.19	M	Corridor Ramp Revised	LP
08.10.19	N	Lay-by location added and footprint of re-located building indicated	IW
17.10.19	P	Lay-by length amended and building repositioned	IW
21.10.19	Q	Amended following comments from Planning	IW

CARTWRIGHT PICKARD

Client
Modernistiq Ventures Ltd

Project
845 Saxton Lane

Building Name
SAXTON LANE

Drawing Title
Level 00 Plan

Scale
1:100 @ A1

Drawing Created
27.02.19

Revision
Q

Drawing No.
845-CPA-ZZ-00-DR-A-0200

Leeds Office
Studio 4, Cross York Street Studios
Cross York Street
Leeds LS2 7BL
Tel 0113 360 9444
cartwrightpickard.com
© Cartwright Pickard Architects Ltd.

This page is intentionally left blank