



Report of the Chief Planning Officer

PLANS PANEL NORTH AND EAST

Date: 14th September 2017

Subject: Application 17/02730/FU - 29 co-housing dwellings and common house, 30 apartments for over 55s and four self-build plots with associated access and landscaping at former site of 79 Roundhay Road, Chapeltown

APPLICANT

Chapelton Cohousing Ltd &
Unity Housing Association Ltd

DATE VALID

12th May 2017

TARGET DATE

22nd September 2017
(extension of time agreed)

Electoral Wards Affected: Chapeltown

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

DEFER and DELEGATE approval to the Chief Planning officer subject to the conditions specified (and any others which he might consider appropriate) and to the following:

- **Agreement of a Travel Plan for the development;**
- **No adverse comments being received from the Coal Authority in response to the Coal Recovery Report submitted during the course of the application.**
- **No adverse comments being received from Yorkshire Water regarding the proposals.**
- **Resolution of highways' concerns regarding certain aspects of the layout.**

1. Time limit – 3 years.
2. Development to be carried out in accordance with approved plans.
3. Plots 34-63 inclusive only to be occupied by residents over the age of 55.
4. Plots 34-63 inclusive to be provided and retained as Affordable Housing.

5. Plots 1-29 inclusive and common house only to be occupied as a co-housing development.
6. Walling and roofing materials.
7. Levels.
8. Landscaping (including surfacing materials and boundary treatments).
9. Method statement for protection of retained trees during construction.
10. Landscape management plan.
11. Vehicle areas to be laid out prior to occupation.
12. Off-site highway works (to include widening footway on access road, and closure of existing vehicular accesses onto Roundhay Road).
13. Construction management plan, including working hours.
14. Cycle parking to be provided.
15. Electric vehicle charging points to be provided.
16. Approved Travel Plan to be implemented.
17. Development to be carried out in accordance with Sustainability Statement.
18. Water efficiency – to comply with optional Building Regulations requirement of 110 litres per person per day.
19. Development to be carried out in accordance with Flood Risk Assessment, including specified minimum finished floor levels.
20. Surface water drainage details.
21. Full details of ventilation, glazing and acoustic barriers to ensure appropriate noise levels in houses and gardens, in accordance with the recommendations in the submitted noise report.
22. Submission of remediation statement.
23. Amended remediation statement if unexpected contamination is encountered.
24. Verification report following remediation.

1.0 INTRODUCTION:

- 1.1 This application relates to a mixed residential development including 29 co-housing flats and houses with an associated common house, 30 affordable flats for residents over the age of 55, and 4 self-build houses, on the site of now-demolished Council offices (formerly the Roundhay Barracks buildings) on Roundhay Road in Chapeltown.
- 1.2 The development would provide a level of affordable housing above the planning policy requirement for the area, and the developers have advised that because of this, and the costs associated with the remediation of the site to make it suitable for residential use, they are unable to provide other planning obligations, including greenspace, on the grounds of viability. The submitted viability report has been independently assessed by the District Valuer, whose report and conclusions are attached at Appendix 1 of this report.
- 1.3 In addition to the viability issues raised, the scheme also proposes lower levels of parking provision than would usually be required for both the co-housing development and the over-55's flats, on the basis that both of these housing types would be associated with lower than average car ownership. In the light of this and the viability issues raised, whilst the scheme has significant merits in terms of the regeneration of a prominent vacant site, and the provision of new affordable homes, it would not accord with other development plan policies aimed at providing infrastructure to support new housing development, including new or improved public open spaces. It is therefore considered appropriate to report the scheme to Plans Panel rather than determining the application under delegated powers in this instance.

2.0 PROPOSAL:

- 2.1 Permission is sought for a mixed residential development comprising the following, each of which are described in further detail below:
- (a) 29 co-housing flats and houses, together with a common house;
 - (b) 30 affordable flats for residents over the age of 55;
 - (c) 4 self-build plots.
- 2.2 (a) Co-housing
The co-housing scheme is based on, and has been designed around, a series of principles of community living, which residents would sign up to as part of their occupancy of the development. As well as providing individual homes and private spaces for residents, the proposals also include shared gardens and growing spaces, a large 'common-house' where residents can eat and socialise together, and other shared facilities such as a communal laundry and communal waste and recycling facilities, that are aimed at reducing living costs and the environmental impact of the development.
- 2.3 The co-housing part of the development would provide a variety of house types and sizes, including 1-bedroom flats, 2-bedroom duplex apartments, 3- and 4-bedroom family houses, and a larger 5-bedroom house. 26 of the houses and flats are proposed in a single crescent-shaped building running along the southern and eastern frontages of the site. The building would be curved to follow the line of Roundhay Road at this point, and would include two-storey and three-storey sections, stepping up and down in height as it travels along this frontage.
- 2.4 This building is proposed in brick to the front elevation, incorporating elements of white render at ground floor level for most of the frontage, stepping up to a three storey render section in the south eastern corner, mirroring the lighter coloured circular office building at Tribeca House to create a feature at this junction. The rear elevation uses the same materials, but in an inverted pattern, with brick panels framed by sections of render.
- 2.5 The remaining 3 duplex flats are proposed to occupy the upper floors of the common house. At ground floor level, the common house would provide a large communal space for use as a communal dining room and socialising area, together with a communal kitchen, communal laundry facilities, and two guest bedrooms. Waste collection and recycling are proposed to be communal, with a bin storage area proposed adjacent to the common house, and food waste is proposed to be composted and reused within the communal gardens. The external appearance and materials of the common house have been designed to reflect those of the main co-housing building.
- 2.6 The submitted details advise that all residents of the co-housing scheme would be required to be members of the housing co-op (ChaCo), and would be either rental tenants or leasehold shared owners, with ChaCo retaining the ownership and/or freeholds.
- 2.7 One of the key principles of the proposed development is to reduce reliance on car use and encourage walking, cycling and public transport use. As well as including cycle storage as part of the development, the number of cars owned by the future occupiers will be restricted through the lease agreements signed up to by residents, with the expectation that car owners allow other non-owning car residents to use

their cars. Based on research into car ownership among the residents who are intended to move into the proposed units, 14 car parking spaces are proposed on-site for the co-housing units. This includes 3 which would be specifically dedicated to a car-share club to be formed by the residents, and is also expected to provide space for visitor parking.

- 2.8 The co-housing buildings would incorporate construction measures to achieve high standards of air tightness and insulation, and thus to reduce the energy needs of the development. The submitted details advise that through the measures proposed, the scheme aims to provide CO₂ emissions savings of around 70%. The developer has advised that additional renewable energy measures, such as photovoltaics, are not required to achieve this standard, but that these are under consideration.

(b) Over-55's flats

- 2.9 The thirty 1-bedroom and 2-bedroom flats for residents over the age of 55 are proposed by Unity Housing Association, a Registered Provider of Social Housing, and all are proposed to be affordable.
- 2.10 The apartments are proposed in two buildings: a smaller block of 6 apartments on the eastern site frontage, alongside the main co-housing building, and a larger block of 24 apartments in the north eastern part of the site, set back from the road frontage behind a group of existing trees which are protected by a Tree Preservation Order (TPO), and which are proposed to be retained as part of the development.
- 2.11 The two apartment buildings would be three storey in height, and built of brick with grey tiled roofs, and large windows to habitable rooms, some of which would have Juliet balconies. Both would have communal private garden areas.
- 2.12 On the basis that the proposed apartments would be affordable and occupancy restricted to residents over the age of 55, a reduced level of parking provision is proposed to this part of the development, with 15 spaces proposed for the 30 flats. These spaces are divided into two separate parking areas, one adjacent to the entrance to each of the two buildings.
- 2.13 The submitted details confirm that the apartments are also proposed to take a 'fabric first' approach to achieving reductions in energy requirements and CO₂ emissions, including measures as part of the building's construction to achieve higher insulation etc, as well as providing low energy white goods and light fittings.

(c) Self-build

- 2.14 Four self-build plots are also proposed as part of the development, with the intention that these would then be sold to individuals wishing to build their own home. Full planning permission is sought for these four 3-bedroom units, which are proposed in a single 2 storey terrace in the northern part of the site. The design of these is similar to that of the co-housing buildings, being predominantly brick, with render to the front and recessed timber clad panels to the rear. Each of these would have two off-street parking spaces and a private garden area to the rear.

Site-wide matters

- 2.15 All vehicular access to the site is proposed to be taken from Leopold Street to the north, via an existing access drive which serves the site and the health centre to the north. Some improvements to this existing drive are proposed as part of the development, including the widening of the footway along its western side.

- 2.16 An existing pedestrian route which runs through the northern part of the site from the access drive onto Spencer Place is proposed to be removed as part of the development, and a new pedestrian route is proposed, leading through the central part of the site and onto Roundhay Road close to the bus stop on the site frontage. This has been designed to provide a wider pedestrian route, with a lower boundary treatment along its western edge, between the footpath and the co-housing site's communal garden area, with the aim of encouraging activity and interaction between these public and semi-private areas.
- 2.17 As described above, the group of TPO trees in the north eastern part of the site are proposed to be retained as part of the development. Elsewhere in the site, a number of smaller trees and areas of vegetation are proposed to be removed to facilitate the development. New tree and shrub planting is proposed across the site, including a series of new trees along the main Roundhay Road frontage, as well as within private garden areas and around the boundaries of the site.
- 2.18 All of the proposed houses and apartments would meet the minimum Nationally Described Space Standards in terms of their internal floor areas for each house type.
- 2.19 The submitted Sustainability Statement confirms that, across the development as a whole, CO₂ savings in excess of the 20% required by policy EN1 would be achieved. The option of providing on-site renewables via means such as photovoltaics is being considered on some parts of the development, however the developer has advised that even if these are not ultimately provided, the development would nonetheless provide a further reduction in CO₂ levels equivalent to the amount that would be achieved by using 10% renewable energy generation on site (and in addition to the 20% required by policy EN1).
- 2.20 No public open space is proposed on-site as part of the development. A commuted sum of £208,188 *in lieu* of on-site provision has been sought towards the provision of improvements to existing areas of greenspace in the locality, however the developer has advised that it is not possible to provide the required sum on the grounds of the scheme's viability, and a viability appraisal for the development, setting out the scheme costs etc, has been provided in support of the application.
- 2.21 The submitted viability report also seeks to demonstrate that the scheme cannot provide the residential travel plan fund (£30,942.45), required in association with the Travel Plan for the development, or contributions to bus shelter provision requested by West Yorkshire Combined Authority (£20,000). The various requirements are addressed and considered in more detail in the relevant sections of the Appraisal below, and the District Valuer's report on the developer's viability submission is attached at Appendix 1 of this report.

3.0 SITE AND SURROUNDINGS:

- 3.1 The application relates to a large vacant site at the southern end of Roundhay Road, a busy main route (the A58) leading from north east Leeds into the city centre. The site was previously occupied by Council offices in a number of former barracks buildings, which included a large red-brick building which sat on the main Roundhay Road frontage. These were demolished around 12-18 months ago.
- 3.2 The site is largely cleared, with the exception of a few individual trees and areas of vegetation around the boundaries, and a larger group of mature trees in the north eastern corner, which are protected by a TPO. Red brick boundary walls remain

along some sections of the boundary, while others are currently enclosed by temporary fencing.

- 3.3 The main access to the site is from Leopold Street, via an access drive which also serves the health centre to the north of the site. There is a further vehicular access point on the Roundhay Road frontage, however this is proposed to be closed and reinstated as part of the development.
- 3.4 The area surrounding the site is mixed in character, with predominantly commercial and industrial uses, including offices, to the south and south east, a petrol filling station to the east, a parade of shops to the north east. To the north, the area becomes more residential in nature, and is characterised by terraced housing, with some larger former villas and other community buildings and religious buildings of predominantly brick construction. The land to the north west is currently proposed to be used for the provision of a new school, and temporary planning permission was recently granted for a new school building on the site immediately to the north.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 A demolition notification was approved for the demolition of the former buildings on the site in January 2016 (15/07607/DEM).
- 4.2 In June 2017, permission was granted on the land to the north of the site for a change of use from playing fields to school use (D1) including the installation of a single storey classroom storey cabin, the formation of a new hard play area, staff car parking and new vehicular access for a temporary period of up to 3 years (application 17/02582/FU).

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 Pre-application discussions were held with the applicants prior to the submission of the application, and a number of suggestions were made in relation to the layout of the site and the design of the buildings. Further information and justification was also sought in relation to the reduced parking proposals for the developments, and how this was intended to be managed.
- 5.2 Following the submission of the application, the proposals were discussed by senior design officers at a session of the Council's Design Advisory Group. Feedback from this session, and from other consultees including highways and landscape, was discussed with the developers and their architects as part of a workshop session in July 2017. Following the receipt of revised details a follow-up meeting, focused more specifically on design matters and attended by a member of the Design Advisory Group, was held in early August, and further revisions have been made to the proposals in the light of these discussions.

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 A community engagement statement has been submitted by the applicants, providing details of extensive community engagement that was carried out by them in advance of submitting a planning application for the scheme.
- 6.2 The co-housing group already have an established presence in the area, which they have developed through various measures including a website setting out the aims and principles of the co-housing group, attendance at community events, engagement with local schools and religious and community groups, and the

holding of monthly social evenings at one of the group's housing co-op houses on Spencer Place, aimed at newcomers wishing to meet the group and learn more about co-housing.

- 6.3 The statement advises that prior to the submission of the application, in March 2017, over 4000 leaflets were distributed to local homes, and displayed in locations around the area, inviting residents to a drop-in event, which was attended by 46 people who discussed the plans and made comments on the proposals, which the applicants advise they have sought to incorporate where possible. The group have also attended various events in the area to discuss their proposals, and produced a short video providing further details in relation to co-housing.

Ward Members

- 6.4 The Ward Members have been notified of the application, and Councillor Dowson has replied and expressed her support for the scheme.

Other public response

- 6.5 The application has been advertised as a major application, and as a departure (due to a small area of protected playing pitch being included within the application site boundary) by site notices, posted 26th May 2017, and by press notice in the Yorkshire Evening Post, published 19th May 2017.

- 6.6 Leeds Civic Trust have commented that they support the proposal for co-housing, providing opportunity for individual choice and community engagement in design and future management and contributing to long-term sustainability, and providing affordable housing in an innovative way. However, they have raised a number of concerns regarding the proposals, as follows:

- Roundhay Road is a busy main road – concern that the proximity of the main co-housing block to this frontage may result in issues of noise, safety and air pollution for residents. Measures to mitigate these effects should be included.
- Using rear garden entrances as the 'front door' for comings and goings may be more pleasant than accesses from main road frontage.
- Potential long-term maintenance and appearance implications relating to profile metal sheeting proposed to rear elevations of co-housing buildings.
- A number of other sites in the vicinity are likely to come forward for redevelopment in the near future. The planning authority should take a wider view (e.g. a masterplan) as to how the area should look in the future,

- 6.7 15 letters of support have been received in response to the application. These are mainly from residents in the Chapeltown/Harehills area, with 4 from slightly further afield (Burley and Woodhouse). These raise the following points:

- Benefits for the community/social cohesion – the co-housing group are already involved in the local community. Inclusion of common house with possibility for community events.
- Benefits of new affordable housing for local people and elderly residents.
- Environmental benefits – low car use, sustainable building, new planting.
- Design well-suited to the area, connecting busy commuter areas with quieter residential areas and community facilities.
- New green space and trees in an area lacking green space at the moment.
- Minimum impact on traffic and highway safety as most residents will use bikes or public transport, and there will be a car share scheme.
- Good pedestrian links.

- Will bring an unattractive site, which brings no value to the area, into a positive, attractive use, and make the main road frontage feel safer and more welcoming.
- Meets planning guidelines and Government policies relating to sustainable housing and sustainable communities.

6.8 A petition of support with 176 signatures has also been received.

6.8 One letter of objection has been received from a resident living outside the Chapeltown area, advising that they support the provision of affordable housing and innovative approaches such as co-ownership, but that they object to the provision of such a scheme in this location, based on the following concerns:

- Location on a busy main road means residents are likely to be subject to high levels of noise and air pollution and potential traffic accidents – site is on a stretch of Roundhay Road identified as a hotspot for accidents involving pedestrians, and consultees comments on the application raise concerns regarding noise and pollution (which could be concentrated by the 3 storey ‘wall’ of houses).
- Health inequalities between deprived communities and more affluent areas are well known. Concern that as the development is likely to house higher than average numbers of children and elderly people, this has the potential to accentuate rather than reduce such inequalities.
- The Council should take a wider view on this and other sites nearby likely to be redeveloped in the near future, including how roads and junctions can be improved to enhance safety. A number of suggestions are made as to how this might be achieved. It may be that a wider review of the area would highlight an alternative site which would be more appropriate for this development.

7.0 CONSULTATIONS RESPONSES:

Statutory

Environment Agency

7.1 The model for Meanwood Beck has recently been updated, and this moves the site out of Flood Zone 3 entirely, with only the borders remaining in Flood Zone 2. All of the development appears to be in Flood Zone 1, therefore no objection, subject to conditions.

Sport England

7.2 The proposal would result in the loss of a small triangular section of the adjacent playing field. This encroachment would not impact on the proposals to mark this adjacent site out for pitches as part of the planning application for a temporary school on the neighbouring site, therefore no objection.

The Coal Authority

7.3 Comments are awaited from the Coal Authority in relation to a coal recovery statement recently submitted by the applicant in response to officer requests for this information in accordance with Development Plan policies relating to the protection of coal reserved.

Non-statutory

Highways

- 7.4 Revised plans and additional information regarding the management of car ownership/parking as part of the co-housing scheme have been received in response to the highways officer's original comments.
- 7.5 Following the receipt of this additional information, the highways officer has advised that the levels of parking proposed for the development are considered acceptable. However, as the acceptability of the reduced levels of parking is based solely on the particular nature of the proposed uses (over 55's housing and co-housing), which would have lower levels of car ownership than standard C3 housing, the occupancy of these units must be restricted to the uses applied for, for the lifetime of the development, via an appropriately-worded planning condition.
- 7.6 There are a number of other matters relating to some aspects of the proposed site layout which are still to be resolved. Revised plans have been received in response to the highways officer's comments in this respect, and comments from highways are awaited.

Travelwise

- 7.7 As the development proposed more than 50 units, a Travel Plan is required, together with associated monitoring fee (£2500) and a residential travel plan fund (£30,942.45), to be used towards measures to encourage sustainable travel among residents. The submitted Travel Plan does not meet the requirements of the Travel Plans SPD in a number of respects. Comments and suggestions from the Travelwise section have been sent onto the developers, and further comments will be sought once a revised version of the Travel Plan addressing these has been submitted.

Flood Risk Management

- 7.8 No objection, subject to conditions.

Local Plans – Flooding

- 7.9 On the basis of the Environment Agency's confirmation that further detailed modelling shows that most of the site is now in Flood Zone 1, provided that the developer takes a sequential approach to the site to ensure that no residential development is located in the small area of Flood Zone 2/3 remaining, no sequential or exception test information is required.

Yorkshire Water

- 7.10 Comments are still awaited.

Contaminated Land

- 7.11 Conditions are recommended.

Environmental Studies – Air Quality

- 7.12 An air quality assessment has been submitted. No objections on the basis of this. Condition recommended requiring the provision of electric vehicle charging points.

Environmental Studies – Noise

- 7.13 Following the receipt of a revised noise report and further information regarding noise mitigation proposals, no objections subject to a condition requiring full details of specific glazing and ventilation proposals and acoustic barriers to garden areas, in line with the recommendations in the noise report, to ensure an appropriate level of noise mitigation in the new houses/apartments and garden areas.

Neighbourhoods and Housing (Environmental Health)

- 7.14 Noise report requested (being considered by the Environmental Studies section). Conditions are recommended, including in relation to measures to control noise and dust, and working hours during construction.

West Yorkshire Police

- 7.15 The security measures proposed as part of the development would meet (and in some cases exceed) the Police preferred standard.

West Yorkshire Combined Authority

- 7.16 Contribution of £20,000 requested towards the provision of a shelter to each of the two bus stops on either side of Roundhay Road to the south of the site.

8.0 PLANNING POLICIES:

- 8.1 Section 38 of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise.

Development Plan

- 8.2 The development plan for Leeds is made up of the adopted Core Strategy (2014), saved policies from the Leeds Unitary Development Plan (Review 2006) (UDP) and the Natural Resources and Waste Development Plan Document (DPD), adopted January 2013.

- 8.3 The site is unallocated in the Development Plan. A small section of land in the northern part of the site falls within a protected playing pitch designation which covers the former playing fields immediately to the north. Parts of the site fall within Flood Zones 2 and 3 (although these areas have been reduced following recent remodeling, as set out in the Environment Agency's comments above). A number of trees in the eastern part of the site are protected by a TPO.

- 8.4 The following Core Strategy policies are relevant to the proposals:

GENERAL POLICY – Presumption in favour of sustainable development

SP1 – Location of development in main urban areas on previously developed land

P10 – High quality design

P12 – Good landscaping

H2 – New housing on non-allocated sites

H3 – Housing density

H4 – Housing mix

H5 – Affordable housing

H8 – Inclusion of housing for independent living on developments of 50+ dwellings

G4 – On-site greenspace for major residential developments.

T2 – Accessibility

EN1 and EN2 – Sustainable construction

EN5 – Managing flood risk

EN7 – Protection of mineral resources (coal, sand, gravel)

ID2 – Planning obligations and developer contributions

- 8.5 The following saved UDP policies are relevant:

GP5 – General planning considerations

N25 – Landscaping

BD5 – General amenity issues.

LD1 – Landscaping

8.6 The following DPD policies are relevant:

GENERAL POLICY1 – Presumption in favour of sustainable development.

MINERALS3 – Surface Coal resources

AIR1 – Major development proposals to incorporate low emission measures.

WATER1 – Water efficiency, including incorporation of sustainable drainage

WATER4 – Effect of proposed development on flood risk.

WATER6 – Provision of Flood Risk Assessment.

WATER7 – No increase in surface water run-off, incorporate SUDs.

LAND1 – Land contamination to be dealt with.

LAND2 – Development should conserve trees and introduce new tree planting.

Site Allocations Plan

8.7 The draft Site Allocations Plan (SAP) was submitted to the Secretary of State in May 2017, and is now in its examination period, with hearings anticipated in autumn 2017. Given its advanced stage, the SAP now has material weight in the determination of planning applications. The site is intended to remain unallocated in the draft SAP.

Supplementary Planning Guidance/Documents

8.8 The following SPGs and SPDs are relevant:

SPG13 – Neighbourhoods for Living: A Guide for Residential Design in Leeds (including 2015 Memoranda)

Street Design Guide SPD

Parking SPD

Travel Plans SPD

Sustainable Construction SPD

National Planning Policy

8.9 The National Planning Policy Framework (NPPF), published on 27th March 2012, and the National Planning Practice Guidance (NPPG), published March 2014, replaces previous Planning Policy Guidance/Statements in setting out the Government's planning policies for England and how these are expected to be applied. One of the key principles at the heart of the Framework is a presumption in favour of Sustainable Development.

8.10 The NPPF has not changed the legal requirement that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The policy guidance in Annex 1 to the NPPF is that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. The closer the policies in the plan to the policies in the Framework, the greater the weight that may be given.

DCLG – Nationally Described Space Standards

8.11 This document sets a nationally-defined internal space standard for new dwellings. The government's Planning Practice Guidance advises that where a local planning authority wishes to require an internal space standard it should only do so by reference in its local plan to the nationally described space standard. With this in mind the city council is in the process of gathering evidence in relation to the adoption of the national standard as part of a future local plan review. The housing standards are a material consideration in dealing with planning applications, however as this process is at a relatively early stage in Leeds, only limited weight can be attached to them at this stage.

9.0 MAIN ISSUES

1. Principle of development
2. Flood Risk
3. Noise
4. Air quality
5. Design, landscaping and visual amenity
6. Residential amenity
7. Highways and access
8. Affordable housing
9. Greenspace
10. Sustainability
11. Other issues

10.0 APPRAISAL

Principle of development

- 10.1 Policy H2 states that new residential development will be acceptable on non-allocated sites, provided that it would not exceed the capacity of existing infrastructure, accessibility standards are met, and Green Belt policy is met where applicable. The development of 63 new dwellings on a previously-developed site within the main urban area, close to local amenities and public transport links is considered acceptable in this respect.
- 10.2 The site boundary includes a very small area of land which is covered by a protected playing pitch designation which relates to the former playing fields on the site to the north. However, on the basis that the development of this small area of land would not impact on the proposals to mark this adjacent site out for pitches as part of the planning application for a temporary school on the neighbouring site, Sport England have confirmed that they have no objections to the proposals.
- 10.3 In the light of the above, the principle of residential development on the site is considered acceptable, subject to other detailed material planning considerations.
- 10.4 At a density of around 66.5 dwellings per hectare, the proposed development would exceed the recommended densities for this area in core strategy policy H3.
- 10.5 With reference to housing mix (policy H4), the proposed development would be slightly outside the recommended ranges in terms of the proportions of houses and flats proposed, and slightly below the recommended percentage for 3-bedroom units. However, the development has been specifically designed to meet a particular housing demand, including the provision of 1-bedroom and 2-bedroom flats for residents over the age of 55, and co-housing dwellings which have been designed to meet the specific requirements of the community who intend to live there. It is considered that the nature of the housing proposed would bring significant regeneration and community benefits. The proposals are therefore considered acceptable in this respect.
- 10.6 The proposed development would include the provision of 30 apartments designed specifically for residents over the age of 55, and is considered to meet the aims of policy H8 in relation to independent living provision.

Flood Risk

- 10.7 The Environment Agency (EA) have confirmed that, following recent remodelling work relating to Meanwood Beck, the site is now outside Flood Zone 3 entirely, with only the borders remaining in Flood Zone 2. On the basis that all of the development appears to be in Flood Zone 1, there EA have confirmed that they have no objection to the proposals, subject to conditions requiring the development to be carried out in accordance with the submitted Flood Risk Assessment and finished floor levels to be set at a certain height.
- 10.8 The Council's Flood Risk Management section have also confirmed that they have no objection to the proposals, subject to conditions requiring drainage details, and similar conditions relating to the finished floor levels.
- 10.9 In the light of the above, and subject to the conditions recommended, it is considered that the proposals are acceptable in this respect.

Noise

- 10.10 Concerns have been raised by Leeds Civic Trust and an objector regarding the potential for future residents of the development to be adversely affected by noise from the adjacent road.
- 10.11 Following the receipt of a revised noise report providing additional information and clarification in relation to the noise levels and mitigation proposals for the development, the Environmental Studies officer has advised that they have no objections to the proposals, and that they are satisfied that appropriate levels of noise mitigation to the proposed houses and flats can be achieved. They have therefore advised that they have no objections to the proposals, subject to a condition requiring specific details of the glazing, ventilation and acoustic barrier proposals to the various buildings and garden areas, in line with the recommendations in the submitted noise report. Subject to the recommended condition, it is considered that the proposals are acceptable in this respect.

Air pollution

- 10.12 Concerns raised by Leeds Civic Trust and an objector relating to the potential for future residents to be adversely affected by air pollution due to the close proximity of the development to Roundhay Road, and the potential for health inequalities among vulnerable residents to be accentuated as a result, are noted. An air quality assessment has been submitted as part of the application, and on the basis of this, the Council's Air Quality section have confirmed that they have no objections to the proposed development. A condition requiring the provision of electric vehicle charging points is recommended, in the interests of encouraging electric vehicle use as part of initiatives to improve air quality within the city and in accordance with development plan policies in this respect.

Design, landscaping and visual amenity

- 10.13 The scale, materials and design of the proposed buildings are considered to be sympathetic to the character and appearance of their surroundings, and to reflect the positive characteristics of existing surrounding developments in a contemporary way.
- 10.14 The main co-housing building would provide a strong presence within the streetscene on this prominent junction, with steps in its ridge line and in the building frontage providing variety and breaking up its massing. The use of red brick would reflect the materials of the more traditional terraced housing in the areas to the north of the site, with sections of render incorporated, including a higher 3 storey panel on the site corner, mirroring the lighter coloured commercial building on the opposite

side of the junction. The rear elevation would use the same materials, but in an inverted pattern, with the lighter-coloured render forming the main material to this predominantly north-facing elevation and framing brickwork panels with larger main windows facing the private and communal garden areas. The same design approach would be used to the smaller common house building.

- 10.15 The apartment buildings in the northern part of the site would be built in red brick with grey tiled roofs, again reflecting the materials of the terraced housing in the areas to the north of the site. The larger of the two apartment buildings would be set back further into the site, allowing the prominent group of protected trees on the site's eastern frontage to be retained, thus maintaining the positive amenity benefits of this prominent feature within the streetscene and providing a mature landscape setting to the development.
- 10.16 Elsewhere in the site, a number of trees are proposed to be removed as part of the development. These are largely smaller or of lower quality and their removal, and their removal and replacement with new tree and shrub planting as part of the new development, including new planting within garden areas and on the main Roundhay Road frontage, is considered acceptable.
- 10.17 The existing brick boundary walls along the site frontages are proposed to be retained, and new sections of red brick wall with railings and planting behind are proposed along Roundhay Road, creating a strong, positive 'civic frontage' to the site along this major route.
- 10.18 In the light of the above, it is considered that the proposed development would take the opportunity to significantly enhance the character and appearance of the surrounding area, bringing this prominent vacant site into use with well-designed new housing which would provide a positive transition between the commercial and industrial areas to the south and east and the areas of older housing to the north and north west. It is therefore considered that the proposals are acceptable in this respect, subject to conditions relating to materials, landscaping, boundary treatments and tree protection during works.

Residential amenity

- 10.19 Concerns raised by the Civic Trust and an objector in relation to the potential implications of noise and air pollution for future residents are discussed in the relevant sections above.
- 10.20 The proposed development would provide new flats and apartments which would meet the relevant Nationally Described Space Standards in terms of their internal floor areas, with appropriately-sized garden areas in line with the guidance in *Neighbourhoods for Living*. The proposed buildings are well-spaced, and it is considered that the development would provide appropriate separation between buildings in order to ensure the privacy and amenity of future residents.
- 10.21 In view of the distance between the site and other nearby housing, no detrimental impacts on existing residents are anticipated as a result of the development.
- 10.22 In the light of the above, it is considered that the proposed development would provide a high level of amenity for future residents without impacting on the privacy or amenity of existing residents, and the proposals are considered acceptable in this respect.

Highways and access

- 10.23 All of the proposed 4-bedroom self-build houses would have two off-street parking spaces each, which is in accordance with recommendations in the Street Design Guide and is considered acceptable. The levels of parking proposed for both the co-housing development and the over-55's apartments are lower than those recommended in the Street Design Guide SPD. However, on the basis of the details submitted, it is recognised that the levels of car ownership associated with both the affordable over-55's flats and the co-housing development are likely to be lower than those associated with general housing. The highways officer has therefore not raised an objection to the proposals on this basis, subject to the occupancy of these parts of the development being restricted to the uses applied for (i.e. co-housing and apartments for residents over the age of 55). Conditions to this effect are recommended as part of the decision.
- 10.24 The proposals include improvements to widen the pedestrian footpath along the existing site access road, and the relocation of an existing pedestrian route through the site to provide a link from Leopold Street to Roundhay Road. Following the receipt of revised plans, the highways officer is assessing the revisions and a verbal update will be provided to Panel.
- 10.25 The concerns of an objector in relation to the potential traffic implications of the proposed development, and the potential for residents to be involved in accidents on the busy stretch of Roundhay Road to the front of the site are noted. As discussed above, the levels of car ownership associated with the majority of the development are likely to be considerably lower than those associated with a conventional residential scheme, and on the basis of this, and the scale of the development, the highways officer has not raised any objections to the development on this basis.
- 10.26 A draft Travel Plan for the development has been submitted as part of the application, and is currently being reviewed following comments from the Council's Travelwise section. As part of this a Travel Plan monitoring fee of £2500 is to be provided. This is to be finalised and agreed prior to a decision being issued, and it is recommended that Members defer and delegate approval of the development subject to this being agreed, with its implementation being a condition of the decision.
- 10.27 As part of the Travel Plan, a Residential Travel Plan Fund of £30,942.45 has been requested, which is intended to be used towards the provision of travel passes or other initiatives aimed at reducing private car use among future residents, for example cycle purchase or car share schemes. In this instance, the developers have advised that they are unable to provide the requested sum on the grounds of viability, and this conclusion has been agreed by the District Valuer. It is therefore necessary to consider whether the benefits of the scheme would outweigh the non-provision of this sum in this instance.
- 10.28 The aim of the Residential Travel Plan Fund is to fund measures aimed at discouraging and/or reducing private car use among residents. However, it is noted that the site is well located in relation to local facilities and public transport routes, and in this case, with the exception of the four self-build properties, the types of housing proposed are already associated with lower levels of car ownership. In the case of the co-housing part of the development, car ownership among residents is intended to be specifically restricted as a condition of their leases/tenancies, and a car club is intended to be established by the co-operative, in addition to the provision of cycle parking for residents. In the light of this, and when balanced against the significant benefits of the proposed development in regenerating a vacant site with a development of new affordable and low-cost housing, it is not

considered that refusal of the application could be justified on the basis of this sum not being provided in this instance.

- 10.29 West Yorkshire Combined Authority (WYCA) have requested a contribution of £20,000 to provide shelters to two existing bus stops near the site on Roundhay Road. However, the developers have advised that it is not possible to provide this contribution on the grounds of viability in this instance, a conclusion which has been supported by the District Valuer following an independent assessment of the scheme viability. Whilst improvements to public transport infrastructure may be of benefit to future and existing residents, when weighed against the other significant benefits of the scheme in terms of regeneration and new housing provision, it is not considered that refusal of the application could be justified on the basis of this sum not being provided in this instance.

Affordable Housing

- 10.30 The scheme would provide 30 affordable apartments for residents over the age of 55 which, at 47% of the development, is significantly higher than the 5% affordable housing requirement for the area specified in policy H5.
- 10.31 In addition, it is noted that the proposed tenures of the co-housing units would be a mix of shared-ownership (whereby residents would own a percentage, with the housing co-op, ChaCo, retaining the remainder), and rental (with rents intended to be set at 'affordable rent' levels). The co-housing scheme would therefore provide a further source of lower-cost housing, in addition to the formally-defined Affordable Housing which would be provided by a Registered Provider in the form of the 30 over-55's apartments.
- 10.32 The developers have advised that they are unable to provide a number of other planning policy requirements, including a contribution to greenspace improvements, on the basis of the scheme viability. As part of this justification relates to the particular nature of the proposed development, including the provision of a level of affordable housing considerably above the policy requirement in the form of the over-55's flats, it is considered reasonable to require the retention of this 'above-policy' level of affordable housing (30 units) as part of the development, and a condition to this effect is recommended.

Greenspace

- 10.33 Core Strategy policy G4 requires the provision of greenspace on-site for developments of 10 dwellings or more. However, the Core Strategy recognises that not every development site is capable of accommodating the required greenspace within the site boundary and advises that in certain circumstances, and taking into account the characteristics of the site, it may be possible to provide new greenspace or improvements to existing greenspace off-site *in lieu* of on-site provision.
- 10.34 In this case, the co-housing part of the development would include an area of communal open space as well as smaller areas of semi-private outdoor space for residents, however no greenspace is proposed within the site, however in view of its size, the requirement to provide 5040m² of greenspace on-site in accordance with policy G4 would have significant implications for the ability to develop the site and for the number of new houses that could be provided. It was therefore considered more appropriate for the greenspace requirement to be met by the provision of a proportionate sum towards the provision or enhancement of greenspace within the locality in this case. Based on the scale and nature of the development, a commuted sum of £208,188 was calculated.

- 10.35 This sum has been put to the developer, who has advised that they are unable to provide the contribution on viability grounds. A viability report, including justification for the calculation of this reduced sum, has been submitted by the applicant in support of this.
- 10.36 This report has been considered by the District Valuer (DV), who has carried out an independent assessment of the report and the scheme viability, and has advised that they agree that the development of the site as proposed cannot viably support the provision of the greenspace contribution in this instance. A copy of the DV's report is attached at Appendix 1 below.
- 10.37 In the light of this it is necessary to weigh up the benefits of the proposals against the potential implications of not providing a contribution towards greenspace improvements.
- 10.38 The proposed development would provide 63 new homes on a site which has left vacant following previous housing demolitions, including 30 affordable apartments for residents over the age of 55. The number of affordable units proposed is significantly higher than the policy requirement for the area which, at 5%, would usually only require 3 units based on a 63 unit development. It is therefore considered that the development would have significant benefits in bringing a positive use to a currently undeveloped site, with new affordable and older people's housing provision, bringing significant community and regeneration benefits to the wider area.
- 10.39 The site is close to other areas of open space nearby, including Banstead Park, around 500m away to the north east, and public open space at Buslingthorpe Gardens around 600m to the west. The co-housing part of the development would also include a considerable area of communal outdoor space in addition to the smaller semi-private outdoor areas proposed for the individual properties. Therefore taking into account the site's proximity to other open space, the levels of private outdoor amenity space proposed to the new properties, and the significant regeneration benefits of the proposals in bringing this vacant site into use to provide new affordable housing, and in the light of the DV's conclusions in relation to the scheme viability, it is not considered that refusal of the application could be justified on the basis of this sum not being provided in this instance.
- 10.40 As noted above, on the basis that the non-provision of the greenspace sum has been justified on the basis on the particular nature and viability implications of the development proposed (i.e. a co-housing development and an affordable scheme of apartments for residents over the age of 55), it is recommended that conditions requiring the retention of the 30 over-55's apartments as affordable housing, and restricting the occupancy of the co-housing units to the use applied for, are included as part of the decision.

Sustainability

- 10.41 Although the exact designs have not yet been finalised in this respect, the developer's sustainability statement confirms that the development will achieve CO₂ reductions of at least 20% below Building Regulations, in accordance with the requirement in Core Strategy Policy EN1. It also advises that on-site renewables are being considered, but that even if these are not ultimately provided, the development would nonetheless achieve further CO₂ reductions equivalent to the amount that would be achieved by providing 10% of the development's energy needs from low or zero carbon sources. It is therefore considered that the proposals are in accordance with the principles of policy EN1, and subject to a condition

requiring the development to be carried out in accordance with the submitted Sustainability Statement, the proposals are considered acceptable in this respect.

- 10.42 A condition is also recommended requiring the development to be carried out in line with the optional Building Regulations water efficiency standard of 110 litres per person per day, in accordance with water efficiency policies in the Natural Resources and Waste DPD.

Other issues

- 10.43 The site is in a defined coal resource area, therefore in accordance with policies in the Natural Resources and Waste DPD aimed at protecting coal resources, it is necessary to consider whether there is the potential to feasibly extract any coal from within the site as part of the development. A coal recovery report considering this matter has been received from the developer during the course of the application. This concludes that coal extraction from the site would not be feasible on the basis that coal is unlikely to be present close to the surface of the site, and that even if coal is present deeper within the site, this is unlikely to exist in sufficient quantities to make it economically viable to extract, and the small size of the site would make it difficult to do so, and would result in significant levels of disturbance for surrounding residents. The Coal Authority's comments on the report are awaited, however on the basis of the report's conclusions, it is recommended that Members defer and delegate approval of the application to the Chief Planning Officer, subject to no objections being received from the Coal Authority.
- 10.44 The contaminated land officer has raised no objections, subject to conditions. The proposals are therefore considered acceptable in this respect, subject to the recommended conditions.
- 10.45 Yorkshire Water's comments on the application are still awaited. It is noted that no objections to the development have been raised by the Environment Agency or the Council's Flood Risk Management section, and it is therefore recommended that Members defer and delegate approval of the application to the Chief Planning Officer, subject to no objections being received from Yorkshire Water.
- 10.46 An objector has raised concerns regarding the suitability of the site for the uses proposed, and has suggested that other sites should be considered as part of the formulation of a masterplan for the wider area. Whilst the suggestion is noted, it is not within the scope of this application to consider whether a more suitable site may exist elsewhere. The application must be considered on its own merits and on the basis of what is proposed and whether this is acceptable and, as discussed in depth above, this is considered to be the case in this instance.

Community Infrastructure Levy (CIL)

- 10.47 The site is within CIL zone 3. Based on the floorspace proposed, and discounting the thirty 'over 55's' apartments (to be built and managed by a Registered Provider) and the four self-build plots, all of which are eligible for CIL relief subject to the submission of the relevant paperwork, the development is likely to generate a CIL requirement of around £13,170. Infrastructure requirements associated with this development are education and greenspace. This is preserved for information only and should not influence consideration of the application. Consideration of where any Strategic Fund CIL money is spent rests with the Executive Board and will be decided with reference to the 123 list.

11.0 CONCLUSION

- 11.1 The proposed development would bring a prominent vacant site back into use with a development of new affordable and low-cost housing for local residents and older people, providing high levels of indoor and outdoor space for future residents, and as such would provide a considerable community and regeneration benefit. Although it would not be possible to provide a number of planning obligations would not be provided on the grounds of the scheme's viability, it is considered that the significant benefits of the scheme as discussed above would be sufficient to outweigh any implications of not providing these obligations in this instance. It is therefore recommended that Members defer and delegate approval of the application to the Chief Planning Officer, subject to the resolution of the points identified above, and to the conditions suggested.

Background Papers:

Application file: 17/02730/FU

Certificate of Ownership: Notice served on Leeds City Council and Certificate B signed on behalf of applicants.

Ms Jillian Rann
Principal Planning Officer
Planning Services
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Valuation Office Agency
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31 Lisbon Street
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Our Reference : 1647599
Your Reference : 17/02730/FU

Please ask for : Brian Maguire
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E Mail : brian.maguire@voa.gsi.gov.uk

Date : 4th September 2017

IN CONFIDENCE

Dear Jillian

DVS Independent Review of a Development Viability Appraisal

Proposed Development Scheme:	Former Site Of 79 Roundhay Road Leeds LS7 29 co-housing dwellings and common house, 30 apartments for over 55s and four self-build plots with associated access and landscaping
Planning Ref:	17/02730/FU
Applicant:	Unity Housing Association & Chapeltown Cohousing Limited
Applicants Agent:	CoHo Limited

1. Introduction

Further to your instructions dated 24 August 2017 and my Terms of Engagement dated 4th September 2017. I have now inspected the site and reviewed the Economic Viability Statement for Planning prepared by CoHo Limited on behalf of the applicant, and I am pleased to supply my report.

It is understood that Leeds City Council Planning Authority require an independent opinion of the viability information provided by CoHo Limited, in terms of the extent to which the accompanying appraisal is fair and reasonable and whether the assumptions made are acceptable and can be relied upon to determine the viability of the scheme.

The report gives overview of the applicant's viability appraisal, then provides advice on those areas of the appraisal, which I consider to be incorrect, along with justifications where appropriate. A summary of the key differences of opinion and impact is then provided.

It is my conclusion that a planning compliant scheme incorporating CIL, commuted sum in lieu of on-site greenspace, residential travel plan fund and a contribution to provide 2 bus stops near the site is unviable.

2. Assumptions and Limitations

This report is for the purposes of determining viability. It is not a Red Book Valuation Report.

3. Date of Viability Review

The viability review has been assessed at September 2017, adopts values, and built costs at this time. I note that the applicant's review is dated 21st July 2017. It is my opinion that the conclusions regarding viability remain valid as at the date of this report.

4. Viability

This report remains valid for 6 (six) months from the date unless market circumstances change or further or better information comes to light, which would cause me to revise my opinion.

5. Conflict of Interest

In accordance with the requirements of the RICS Standards, the VOA has checked that no conflict of interest arises before accepting this instruction. It is confirmed that I am unaware of any previous conflicting material involvement and am satisfied that no conflict of interest exists. Should any such difficulty subsequently be identified, you will be advised at once and your agreement sought as to how this should be managed.

6. Restrictions on Disclosure and Publication

The report has been produced for Leeds City Council. The report should only be used for the stated purpose and for the sole use of your organisation and your professional advisers. No responsibility whatsoever is accepted to any Third Party who may seek to rely on the content of the report unless previously agreed.

It is understood that the report may be made available to the applicant and their viability adviser listed above. It is agreed that your authority and applicant/their viability adviser will neither make available to any Third Party or reproduce the whole or any part of the report, nor make reference to it, in any publication without our prior written approval of the form and context in which such disclosure may be made.

This report is considered Exempt Information within the terms of paragraph 9 of Schedule 12A to the Local Government Act 1972 (Section 1 and Part 1 of Schedule 1 to the Local Government (Access to Information Act 1985) as amended by the Local Government (access to information) (Variation) Order 2006 and your Council is expected to treat it accordingly.

7. Status of Valuer

It is confirmed that the viability assessment has been carried out by myself, Brian Maguire BSc (Hons) MRICS RICS Registered Valuer, acting in the capacity of an external valuer, who has the appropriate knowledge and skills and understanding necessary to undertake the viability assessment competently and is in a position to provide an objective and unbiased viability assessment.

The assessment of the applicant's viability assessment has been prepared in accordance with the recommended practice set out in the Royal Institution of Chartered Surveyors (RICS) Financial Viability in Planning Guidance Note (1st Edition); the RICS Valuation - Professional Standards 2014 UK Edition; the National Planning Policy Framework; and where appropriate the Viability Testing Local Plans (Harman) Report.

I have inspected the site and am familiar with the area and property values in the locality.

As part of the DVS Quality Control procedure, this report and my appraisal has been reviewed by Simon Croft MRICS, RICS Registered Valuer.

8. Background

The site at the date of this report is a principally brown field site, originally built as army barracks and more recently occupied at council offices. The building has been demolished.

The site is located in Chapeltown close to the Harehills district of Leeds , adjacent to the A58 Roundhay Road with access to the city centre.

9. Applicant's Assessment

I refer to CoHo Limited's report, Economic Viability Statement for Planning, dated 21 July 2017.

I have not conducted any negotiations with CoHo Limited, the applicant or any of their other advisers. I have however sought their confirmation on a number of items within their report.

The proposed development comprises 29 co-housing dwellings and common house, 30 apartments for over 55s and four self-build plots with associated access and landscaping. The total floor area is 4,183m². The site has a net site area of 0.96 hectares (2.37 acres).

I make no comment about the density, design, efficiency, merit or otherwise of the suggested scheme.

There are two Homes and Communities Agency (DAT) appraisals accompanying the CoHo Limited report.

The scheme is summarised below:

Unity Scheme

Total Number of Units	30	<i>units</i>
Total Number of Open Market Units	0	<i>units</i>
Total Number of Affordable Units	30	<i>units</i>
Total Net Internal Area (sq m)	1,867	<i>sq m</i>
% Affordable by Unit	100.0%	
% Affordable by Area	100.0%	

CHACO Scheme

Total Number of Units	37	<i>Units (including 4 building plots)</i>
Total Number of Open Market Units	17	<i>units</i>
Total Number of Affordable Units	20	<i>units</i>
Total Net Internal Area (sq m)	2,316	<i>sq m</i>
% Affordable by Unit	54.1%	
% Affordable by Area	73.5%	

In summary the report by Unity housing scheme allows for all 30 apartments to be affordable homes, let as Social Rented (Lower Decile). The CHACO housing scheme allows for 33 houses with 20 affordable homes, occupied as shared ownership properties (Lower Quartile).

The combined Unity and Chaco Scheme equates to an affordable housing level of 58%. My understanding is that this is because the principal applicant is a housing association (Unity) and intends to retain the apartments on site. I have been advised by Leeds City Council that it will be a planning condition that the apartments remain as affordable homes.

The applicant's appraisal thereafter shows a Gross Development Value (GDV) for the combined schemes of of £8,300,579 subject to combined costs of £9,463,349 resulting in a combined deficit of £1,942,242. I note that the Chaco appraisal incorporates a grant of £360,000. My report will focus on this appraisal.

10. CoHo Limited Viability Appraisal Assumptions

10.1 Development Period

The appraisal by CoHo provides details in terms of the assumptions for the development period. The report states that they have assumed a pre-construction period of 3 months, a 14 month build period followed by a 3 month period programme for the homes to be occupied. They have assumed that the Unity apartments are transferred immediately upon completion. I find the assumptions to be reasonable.

10.2 Revenue - Gross Development Value (GDV)

I have considered the applicant's GDV of £8,300,579 which includes market housing, affordable housing, self-build plots and the grant funding. My independent research indicates that the applicant has made reasonable assumptions regarding revenues for the scheme. However, I would comments that the sales of self build plots may prove challenging at £45,000 per plot.

10.3 Affordable Housing

As detailed above, it is the applicant's intention to retain the Unity apartments on site as affordable homes. I understand that there will be a planning condition to that reflects this. The combined effect of the Unity & Chaco scheme has resulted in a very high proportion of affordable housing which affects the sites viability and ability to fund other Section 106 costs.

The high proportion of affordable housing equates to 58% of the combined scheme which is eleven times what is normally required for a policy compliant scheme.

The level of rents proposed in the Unity scheme are agreed with Leeds City Council as detailed in your email dated 24th August 2017.

10.4 Ground Rent Revenue

Ground rent revenue has a positive impact in terms of viability. Some national builders sell the houses subject to a long leasehold interest and receive an annual rent, typically ranging from £100 to £500 per annum. This practice is being considered by the government in the light of recent onerous cases coming to light and may be banned in the future. However, at the present date ground rent revenue can positively impact on the viability of a scheme.

Whilst it would be normal for the apartments to generate a ground rent revenue. However they are being retained, as affordable homes by the applicant, I have therefore assumed that there will be no ground rent revenue generated from the scheme. I note that the CoHo Limited Viability whilst not stating this explicitly have implicitly accepted that there will be no ground rent revenue.

10.5 Construction/Abnormal Costs

CoHo Limited have provided a combined construction cost of £6,541,199. They advise this is based on a budget estimate prepared by Bernard Williams Associates dated 24th March 2017.

I have checked the BCIS figure and note that as of August 2017, the median BCIS build cost for estate housing in Leeds is £1,043 per m², and for 2 to 3 storey apartments the median cost is £1,220 per m². I have decreased the apartment and house build costs in accordance with the BCIS guidance.

This provides a revised total construction costs of £5,743,038. The majority of cost savings have been identified in the Chaco Scheme which has been reduced by £737,404.

10.6 Planning Obligations

The CoHo appraisal has not included any Section 106 obligations

Leeds City Council have also advised that the following figures are applicable to the development.

- | | | |
|---|-------------------------------|------------|
| • | Public Open Space | £208,250 |
| • | Travel Plan | £30,942.45 |
| • | Provision of 2 bus shelters | £20,000 |
| • | Community Infrastructure Levy | £13,174 |

Therefore in terms of total S.106 contribution and affordable housing a policy compliant scheme should provide the following costs:

- S.106 Cost - £272,366.45
- Affordable Housing 5% - 3 units (Please note comments on para 10.3 relating to the scheme providing 58% affordable housing)

10.07 Professional Fees and disposal costs

CoHo has assumed a figure of 10.5% as professional fees for this project. I consider that this is high and we would normally expect 6% for the scheme and I have incorporated 6% within my appraisal.

In respect of disposal costs CoHo Limited has incorporated the rate of 2%, for the self build plots, which given the size and nature of the plots I consider to be reasonable. I have incorporated this figure within my appraisal.

10.08 Finance

It is not possible to deduce the applicant's agent debit and credit rates. I consider that the debit rate of 6.5% to be reasonable, however I would normally use a credit rate of 2%. I have incorporated these figures within my appraisal. I note that my total interest calculation is similar to the applicants at £524,681.

10.09 Land Value

The site is currently a vacant serviced brownfield site, located in Chapeltown,

For viability assessments it is the planning policy and material considerations that drive the land value and not the other way around.

The valuation process therefore involves the surveyor judging where the value of the site would be if the respective costs of applying all the Council policies in undertaking the normal works (if applicable) were fully reflected. I refer to this as the natural residual value of the compliant scheme.

This is then viewed alongside the price at which a reasonable hypothetically commercially minded landlord would dispose of the land having regard to the sites' Current Use Value (CUV) or any Alternative Use Value (AUV) should one be available and comparable market evidence of land transactions.

In determining the Benchmark Land Value (BLV) for the site I have considered other recent benchmark land values on other schemes in the vicinity of the subject site. These are as follows: Note - as these figures are confidential so I have anomalised them.

Date	Location	Size (Acres)	Benchmark Land Value per acre	Remarks
Sept 2014	Chapel Allerton	1.79	£392,007	
March 2015	Cookridge	0.79	£284,810	
Sept 2016	Chapel Allerton	3.88	£198,481	
Jan 2017	Bramley	1.79	£231,844	

I generally agree with the applicant's benchmark land value at approximately £248,000 per acre which is in line with land values appraised in similar locations, and uses, within the city.

10.10 Remaining Appraisal Inputs

All other costs have been carried forward into my review. I may not agree with all these inputs, and DVS reserve the right to reconsider these as part of any future discussions.

10.11 Profit

For moderate to large sized residential developments it is not uncommon for developers to state a profit figure as a certain percentage based on scheme costs or scheme value. There are no hard and fast rules here and some developers will be content if the profit is expressed as a significant cash sum.

The CoHo appraisals do not include an allowance for profit other than 5% (£9,000) for the sale of self build plots.

I have not included any profit in either scheme, other than 5% for plot sales (£9,000). If the profit level is increased the scheme would become increasingly unviable.

11. Key Differences

The key differences between the two appraisals are summarised below:

	CoHo LIMITED	DVS	Monetary Difference	DVS figure Impact on viability
Build Cost	£7,666,645	£6,541,199	£1,125,446	positive
Fees	£908,550	£334,546	£574,004	positive

12. DV Appraisal and Conclusion

My appraisal has been undertaken “through the eyes” of a typical developer intent on implementing the planning permission.

As detailed above I have a difference of opinion over a number of inputs to the CoHo Limited appraisal and the cumulative effect is that my planning compliant appraisal generates a negative outcome, it is not viable.

Despite the significant changes to the applicants appraisal where I have adjusted build costs and professional fees the scheme remains unviable.

It is my conclusion that a planning compliant scheme incorporating CIL, commuted sum in lieu of on-site greenspace, residential travel plan fund and a contribution to provide 2 bus stops near the site is unviable.

A copy of my appraisals are included.

13 Recommendations

If the factual matters above relating to sales revenue, unit numbers, floor areas, tenure split, planning obligation hierarchy, cost of planning obligations, cost of abnormals or any other

input are factually incorrect my report would not be valid and I would have to revise my appraisal and advice.

I recommend that any increase in abnormal or build costs should be reviewed by an independent expert.

I emphasise that my appraisal embraces the costs and revenues appropriate to the review date and is therefore valid only if the building construction work commences within 12 months and proceeds at a rate consistent with achieving sales in the market.

If commencement of the works were to be delayed and is then undertaken at some other time when market conditions may be different, then I believe a re-appraisal will be required adopting the costs and revenues then obtaining.

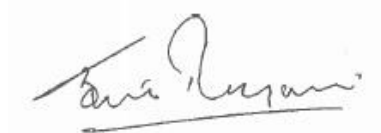
Should it be that on site affordable housing is preferred before any the greenspace contribution another appraisal could be carried out at additional cost, to determine the maximum numbers of affordable units that would be viable as part of a revised report.

Some of the content of this report may be regarded by DVS, Applicant's surveyor or the applicant as commercially confidential and, in this regard, I assume that you will restrict the report's circulation as appropriate.

I would be pleased to discuss any of the foregoing with your authority if you wish. My instruction does not extend to negotiations with the applicant or applicant's surveyor however if your authority think that this would be of benefit this can be facilitated through a separate instruction.

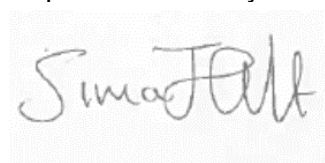
Should the applicant disagree with the conclusions of our assessment, we would recommend that they provide further information to justify the values and costs they have adopted. Upon receipt of further information and with your further instruction, we would be happy to review the information and reassess the schemes viability.

Yours sincerely



Brian Maguire MRICS Registered Valuer
Principal Surveyor
RICS Registered Valuer
DVS

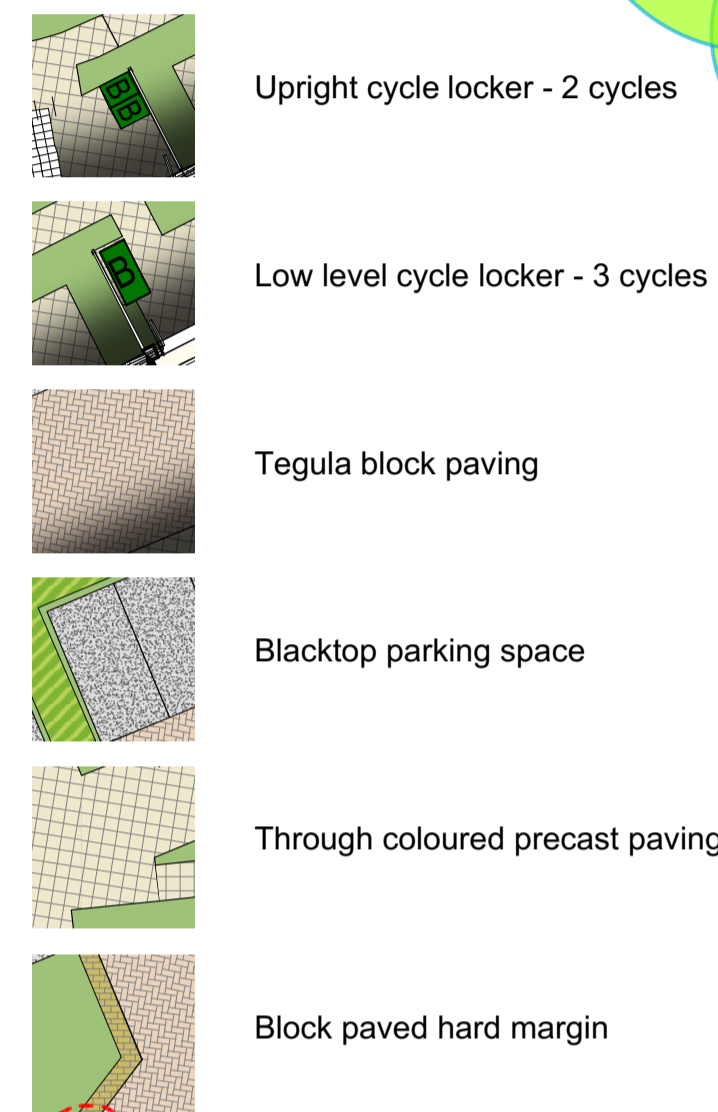
Report reviewed by



Simon Croft MRICS Registered Valuer
Senior Surveyor DVS

Schedule of accommodation

Reference	accommodation	number
Type B	2 bed duplex over 1 bed flat	4
Type C	3 bed house	4
Type D	3 bed triplex over 1 bed flat	4
Type E	4 bed house	5
Type E2	5 bed house	1
Type H1	1 bed flat	4
Type H2	1 bed flat	4
Type G	2 bed duplex over common house	3
	Common house	1
		30
Type SB2 self build	4 bed house	4
Type U1	1 bed flat	2
Type U2	2 bed flat	4
Type U1EC	1 bed flat	3
Type U2EC	2 bed flat	21
		64



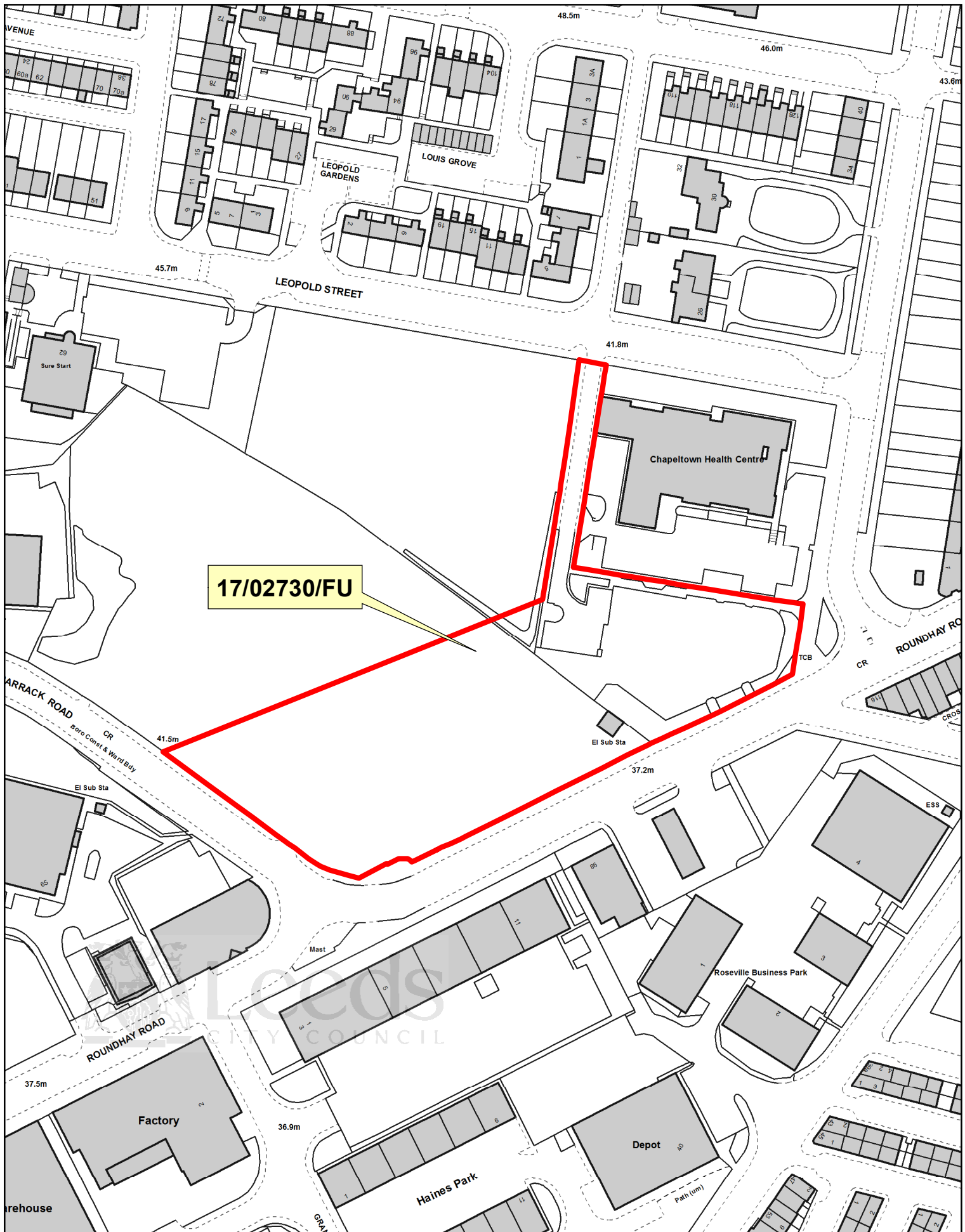
CHACO

UNITY



Unity
project
Leopold Street
drawing title
Site layout - external works
drawing number
2992(1)003 X
scale 1:250@A1 drawn/checked CS / CS date 24/08/2016

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NORTH AND EAST PLANS PANEL

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SCALE : 1/1500

