



Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 2nd Nov 2017

Subject: PREAPP17/00517 – Residential development, associated facilities with linked podium

At Doncaster Monk Bridge Whitehall Road, Lower Wortley Leeds LS12 1BE

APPLICANT

BAM Monk Bridge Ltd

Electoral Wards Affected:

City and Hunslet

Yes

Ward Members consulted

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

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

1.0 INTRODUCTION:

1.1 This is a pre-application presentation to seek Members' feedback on emerging plans for a multi-storey residential development on a site south of the listed viaduct which crosses through the former Doncaster Monkbridge Ironworks site off Whitehall Road in the City Centre. Members' comments are sought prior to the submission of any Full planning application.

2.0 SITE AND SURROUNDINGS:

2.1 The site forms part of the wider land holding owned by the applicant south of the grade II listed viaduct, which was formerly part of the wider Doncaster Monkbridge Iron & Steel works.

- 2.2 The site is located to the southwest of the commercial core of the city centre but within the defined city centre boundary. The Leeds Liverpool Canal is to the east of the site with the working railway line to the west. There is a mix of residential, commercial and industrial activities in the surrounding area.
- 2.3 The listed viaduct to the north was constructed in 1846 for the Leeds and Thirsk Railway Company. The viaduct has not been in use since the 1960s when the former Wellington train station closed and was subsequently demolished. It is in separate ownership.
- 2.4 One office building and access roads to serve the commercial plots south of the viaduct have been constructed and connected to Whitehall Road as part of previous planning permissions for the wider site but otherwise the site is cleared of all buildings.
- 2.5 The area is surrounded by a mixture of residential apartment blocks, the river and the canal, cleared land and office developments along Whitehall Road. The general theme of architecture along Whitehall Road is modern and contemporary, aside from the historic viaduct.
- 2.6 This particular section of the applicant's ownership has been previously granted Outline planning permission for 2 blocks of office development (5 and 6 stories in height), part of an overall group of 5 office blocks. Aside from Phase Red (to the opposite corner of the wider site) these have not been built out and the section of land forms part of a phased development which is now termed Phase Purple B.
- 2.7 The site is currently unallocated within the designated City Centre in the saved Unitary Development Plan Review Proposals Map. Within the emerging Local Development Framework Site Allocations plan, the Doncaster Monkbridge site is identified as a mixed use site (MX1-11).
- 2.8 The site lies in flood risk zone 2 (medium probability).

3.0 PROPOSAL

- 3.1 The proposal is for 2 blocks of residential development consisting of 17 and 21 stories set either side of a raised area of shared landscaped private amenity space. The development would total 463 residential apartments which would be specifically built for rental purposes (Private Rented Scheme or 'PRS'). The development would be retained by the applicant and managed by a Specialist Provider. The apartments have a main pedestrian entrance set on the south side of the development.
- 3.2 The proposal includes parking space for 132 cars at ground and basement levels as well as ancillary gym, cycle storage space and concierge space.
- 3.3 The buildings would be set around an area of landscaped public realm with tree planting, seating and grassed / planted areas.
- 3.4 The accommodation would consist of the following:
- 79 x Studios (17%)
 - 151 x 1-bedroom apartments (33%)
 - 210 x 2-bedroom apartments (45%)

- 23 x 3-bedroom apartments (5%)

- 3.5 The blocks would be identical in external materials and appearance aside from the height difference. This would consist of a brick structure with recessed windows creating shadow lines and a grid pattern. The roof tops would be flat with the addition of two terrace gardens to the southern section of the top floor. These are communal spaces available to residents to book / hire sporadically throughout the year.
- 3.6 The style of the architecture has emphasis on verticality with horizontal banding. The entrances at ground floor level will be of double height, like that seen on the proposals elsewhere within the built and approved office buildings within the site.
- 3.7 Parking space is available within the ground floor and basement via ramped access provision which is reached through the southern side in between the two blocks and underneath the central landscaped (private) first floor level amenity space.
- 3.8 The applicant is proposing a total of 464 cycle parking spaces (one cycle space to each apartment) in a communal facility at ground level. A communal gym space is available to all residents at this level. The level of parking space (132 spaces including 16 disabled and 14 electric) amounts to 28.5% of the total number of apartments. There are also 15 motorcycle spaces proposed.
- 3.9 The amenity space is mainly hard surfacing treatment – decking, walkways, benches with some soft planting in raised planters and trees secured through tree pit design, to give some shading and softening within the surroundings.
- 3.10 Externally landscaped designs include new benches and further trees. This would be part of the wider public realm and connects with the proposed hard surfacing set in front of the listed viaduct and commercial units expected as part of the Foundation development to the north side of the Doncaster Monkbridge site.
- 3.11 The development is expected to generate planning obligations in the form of:
- Sustainable Travel Plan Fund contribution of £113,701.23
 - Travel Plan together with Monitoring Fee (£4,315)
 - City Car Club contribution of £20,000 to create car club space within the development / perimeter of site (deducted from cost of RTPF)
 - Traffic Regulation Order contribution towards access road restrictions and possibly on surrounding streets, dependent on the outcome of a Transport Assessment to be undertaken
 - Use of local employment skills in construction
- 3.12 In respect of Affordable Housing, the applicant is undergoing discussions with the Council at the time of writing. Initial calculation has indicated that 24 ‘affordable’ units (5% of the total number) will be required. As part of the proposed business model the applicant suggests this will be also managed by the Residential Management Company. These would probably consist of 12 x one-bed; 11 x 2-beds and 1/2 x three-beds.

4.0 RELEVANT PLANNING HISTORY

- 4.1 The site has a complex planning history and the key applications are outlined below with a brief summary provided for each.
- 4.2 06/02880/OT: Outline application to layout access and erect multi-level mixed use development for residential and office uses up to 33 storeys high, with ancillary class A1, A2, A3, A4, A5, D1 and D2 uses and associated car parking and landscaped areas, approved 10th September 2007.

This is the main application that relates to the wider Doncaster Monkbridge site (i.e. that to the north and south of the viaduct and the viaduct itself). This outline consent granted permission for five office buildings to the south of the viaduct (up to 12 storeys high), works to the viaduct to introduce commercial uses in the arches and a landscaped area on top plus four residential towers of 16, 23, 29 and 33 storeys providing a total of 720 apartments to the north of the viaduct. The principle of development, means of access and siting of the buildings were agreed and a detailed design code set the design principles and scale of the buildings. Both the residential and commercial office elements of this remain extant.

- 4.3 The following elements of the Outline consent have been progressed:

06/05718/FU: Laying out of access road and erection of 8 storey office block, with basement car parking and rooftop plantroom, approved 10th September 2007; 'Phase Red' – fronting Whitehall Road – built and occupied

08/03199/RM: Laying out of pocket park with landscaping, approved 28th October 2008. As required by the outline consent, the pocket park between the canal and river was approved and subsequently laid out.

13/02017/RM: Reserved matters application for 10 storey office block with basement car park and roof top plant room, approved 12th October 2015. 'Phase Yellow' – also fronting Whitehall Road and yet to be built out.

17/05182/RM: Reserved matters application for 8 storey office building fronting the Leeds – Liverpool canal totalling 8 storeys yet to be built out. 'Phase Purple A' - this pending application is submitted for amended exterior designs further to pre-application presentation made to City Plans Panel in January 2017).

- 4.4 To the north of the viaduct, permission has recently been granted for the Foundation scheme, a development totalling 607 apartments split between Private Rented Sector (PRS) and private residential sale together with public realm and restoration improvements to the listed viaduct. This was presented to City Plans Panel in May 2017 with the applications approved in September 2017.

5.0 HISTORY OF NEGOTIATION AND ENGAGEMENT

- 5.1 Meetings have been held between the agent and architect with planning, highways, design, landscaping and housing officers during September / October 2017.

- 5.2 City and Hunslet Ward Councillors were consulted on 9th October 2017.

6.0 RELEVANT PLANNING POLICIES

6.1 Statutory Context

6.1.1 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.

6.2 The Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended)

6.2.1 Section 66. In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority.....shall 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.

6.3 The Development Plan

6.3.1 For the purposes of decision making, the Development Plan for Leeds currently comprises the following documents:

1. The Leeds Core Strategy (Adopted November 2014)
2. Saved UDP Policies (2006), included as Appendix 1 of the Core Strategy
3. The Natural Resources & Waste Local Plan (NRWLP, Adopted January 2013)
4. Any Neighbourhood Plan, once Adopted

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

6.3.3 The policy guidance in Annex 1 to the National Planning Policy Framework (NPPF) is that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF.

6.4 Leeds Core Strategy 2014

6.4.1 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. The most relevant policies are set out below:

Spatial Policy 1 prioritises the redevelopment of previously developed land within Main Urban Area, 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, 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.

Policy CC1 outlines the planned growth within the City Centre for 10,200 new dwellings, supporting services and open spaces. Part (b) encourages residential development, providing that it does not prejudice town centre functions and provides a reasonable level of amenity for occupiers.

H4 states that 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.

H5 states that the Council will seek affordable housing from all new developments either on-site, off-site or by way of a financial contribution if it is not possible on site. For the City Centre, applications with 15 or more units should provide 5% of the total units as affordable units.

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 enhancing existing landscapes and spaces.

P11 refers to heritage assets which will be conserved and enhanced (including any nationally significant industrial heritage). Innovative and sustainable construction which integrates with and enhances the historic environment will be encouraged. Enabling development may be supported in the vicinity of historic assets where linked to the refurbishment or repair of heritage assets.

T1 and T2 identify transport management and accessibility requirements to ensure new developments are adequately served by highways and public transport and with safe and secure access for pedestrians, cyclists and people with impaired mobility. Sustainable travel planning and parking policies are also outlined within this.

EN1 and EN2 set out the sustainable construction and on-going sustainability measures for new development.

Policy EN4 outlines that where technically viable and appropriate for the development, and in areas with sufficient existing or potential heat density, developments of 1,000m² or more or 10 dwellings or more should look to utilize district heating systems where possible.

EN5 details how the Council will manage and mitigate flood risk including:

(ii) Requiring flood risk to be considered for all development commensurate with the scale and impact of the proposed development and mitigated

(iii) Reducing the speed and volume of surface water run-off (new build)

6.5 Leeds Unitary Development Plan Review 2006 (UDPR) Saved Policies

6.5.1 Relevant Saved Policies include:

BD2 - New buildings should complement and enhance existing skylines, vistas and landmarks.

BD5 - A satisfactory level of amenity for occupants and surroundings should be provided.

LD1 - Sets out criteria for landscape schemes.

The eastern part of the site is within the Waterfront Strategy Area as designated by the UDPR (2006). This strategy seeks to enhance the waterfront.

6.6 Leeds Natural Resources and Waste DPD 2013

6.6.1 The plan sets out where land is needed to enable the City to manage resources, e.g. 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.

6.7 Site Allocations Plan (SAP)

- 6.7.1 In May 2017 the Council submitted the Site Allocations Plan (SAP) to the Secretary of State for independent Examination. The hearing sessions commenced on 24 October 2017.
- 6.7.2 The Aire Valley Area Action Plan (delivering circa. 7,000 homes) has also been subject of Examination in Public in January 2017 and consultation on Main Modifications in May 2017. All documents form part of the Council's up to date Local Plan.
- 6.7.3 This site is identified in the Publication Draft of the Site Allocations Plan as part of a larger site that also includes the land to the south of the viaduct. This site is identified as being able to deliver 463 units & 50,380 sqm of offices in Phase 1 (MX1-11).

6.8 Relevant Supplementary Planning Guidance includes:

Affordable Housing SPG

Parking SPD

Tall Buildings Design Guide SPD – States that this site is within a 'string' of sites that would be suitable locations for tall buildings (evidenced by the City Island).

Travel Plans SPD

Building for Tomorrow Today: Sustainable Design and Construction SPD

Street Design Guide SPD

City Centre Urban Design Strategy

Leeds Waterfront Strategy SPG

6.9 Material Planning Considerations

6.10 National Planning Policy Framework (NPPF)

- 6.10.1 The NPPF sets out the Government's planning policies for England and how these are expected to be applied, only to the extent that it is relevant, proportionate and necessary to do so. The following paragraphs are considered most relevant:

6 and 7: sets out that planning should be committed to achievement of sustainable development and that the system should perform three key roles: economic, social and environmental.

17: It identifies 12 core planning principles which include that planning should:

- Proactively drive and support sustainable economic development to deliver homes....and thriving local places. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area.
- Plans should take account of market signals, such as land prices and housing affordability
- Recognize that residential development can play an important role in ensuring the vitality of centres
- Seek high quality design and a good standard of amenity for existing and future occupants.
- Conserve and enhance the natural environment
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land)

- Promote mixed use developments and encourage multiple benefits from the use of land in urban areas.
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling and focus significant development in locations which are, or can be, made sustainable.

49: states that housing applications should be considered in the context of the presumption in favour of sustainable development.

50: states that local authorities should deliver a wide choice of homes widen opportunities for home ownership and create sustainable, inclusive and mixed communities (based on current / future demographic and market trends and different groups in the community).

56: Government attaches great importance to design of the built environment.

58: policies and decisions should aim to ensure developments:

- function well and add to the overall area quality over the long term
- establish strong sense of place, creating attractive, comfortable places
- optimise potential of site to accommodate development
- respond to local character and history
- create safe and accessible environments
- are visually attractive (architecture and landscaping)

61: Visual appearance and architecture of individual buildings are important factors alongside connections between people and places, integration of new development into natural, built and historic environment.

95: To support the move to a low carbon future, local planning authorities should:

- plan for new development in locations and ways which reduce greenhouse gas emissions;
- actively support energy efficiency improvements to existing buildings; and
- when setting any local requirement for a building's sustainability, do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards.

6.11 National Planning Practice Guidance (NPPG)

6.11.1 This provides Central Government Guidance on a range of planning matters and provides the following advice underneath the Viability section:

The private rented sector

“Some privately rented homes can come from purpose built schemes held in single ownership which are intended for long term rental. The economics of such schemes differ from build to sale and should be determined on a case by case basis. To help ensure these schemes remain viable while improving the diversity of housing to meet local needs, local planning authorities should consider the appropriate level of planning obligations, including for affordable housing, and when these payments are required. So these homes remain available to rent only, Local Planning Authorities may choose to explore using planning obligations to secure these schemes for a minimum period of time. Local Planning Authorities should enforce these planning obligations in the usual way.”

6.12 Other Material Considerations

6.12.1 On the 22 March 2017 Leeds City Council's Executive Board endorsed an approach which recognises that the acceptance of commuted sums from BTR schemes may be appropriate and justified in accordance with Core Strategy Policy H5.

6.12.2 The Leeds Standard and the DCLG Technical Housing Standards

6.12.3 The Leeds Standard sets out the importance of excellent quality housing in supporting the economic growth ambitions of the Council. The Leeds Standard sizes closely reflects the Government's Technical Housing Standards – Nationally Described Space Standard which seek to promote a good standard of internal amenity for all housing types and tenures. Whilst neither of these documents has been adopted as formal planning policy in Leeds given their evidence base in determining the minimum space requirements they are currently used to inform decisions on the acceptability of development proposals. The Council has committed to prepare a Development Plan Document (DPD) which will allow the national standards to be applied to new housing development in Leeds. This is programmed to be incorporated within the Core Strategy selective review, with public consultation taking place later this year.

7.0 CONSULTATION RESPONSES

Environment Agency: Site lies within flood zones 1 and 2. Standing Advice applies: Flood Risk Assessment will be required. Sequential Test will be required.

Network Rail: No objection but has requirements which must be met given the proximity of an electrified railway line:

- Residential amenity should be carefully considered given the proximity of the railway including adequate sound proofing over a 24hr period.
- Drainage should be directed away from the railway. Any attenuation to assist surface water drainage systems should be undertaken to the advice of specialist engineers.
- Directions including reference to the safe use of cranes, excavations and earthworks, safe working practice including piling within proximity of the railway and scaffolding.
- Security fencing along the boundary. The fence needs to be trespass-proof
- NR wish to be involved in the design and species selection of landscaping and lighting design.
- Glint and glare issues should be analysed in the design of the development to eliminate any unsafe reflections of the sun at various times during the day.

7.1.2 Non-Statutory:

Contaminated Land Team: Phase 1 Desk Top Study required.

Flood Risk Management: Site lies with flood zones 1/2. Soils data suggest infiltration SuDS (sustainable drainage systems) may be difficult to accommodate on the site. Likely the site will therefore need to drain to the public sewer, where discharge rates will need to be based upon greenfield rates of discharge. Pre development enquiry with Yorkshire Water recommended prior to any application.

Highways Services: Transport Assessment required which should consider the operation of the site access with Whitehall Road and also the junction with Globe Road with Whitehall Road. It should also consider connections to public transport, cycling and walking. Access roads within the should be made adoptable and brought

up to suitable standards (including pedestrian width of footways). Adequate servicing arrangements should be provided which do not block sight lines of other drivers. Car parking arrangements on the ground floor need widening in parts. Provision for drop off / collection / deliveries should be provided. Cycle and parking numbers are in accordance with the Parking SPD. Car park and servicing management plan should be provided. Travel Plan will be required. Traffic Regulation Orders (TROs) will be required on the estate roads and potentially on surrounding streets (dependent on the outcomes of the Transport Assessment).

Sustainability – Landscape Officer: Consideration should be given to rainwater harvesting for the roof gardens and street trees. Co-ordination in respect of the routes of services should be undertaken in respect of the landscaping. Trees will require load bearing soil cells to be protected and nourished.

Sustainability - Nature Conservation: Up to date bat roosting surveys should be carried out to any viaduct arches immediately adjacent to the site (along north-west boundary). Bat roosting features have been proposed to be installed into outside parts of the adjacent viaduct as part of application 16/07714/FU (Foundation) and will require lower light levels below these features; the Latitude scheme should demonstrate this will be deliverable.

Travelwise: A full residential Travel Plan should be provided. This should explain how it links to travel plan implementation for the existing offices and the wider site. Car club provision will be expected, along with a travel plan fund and travel plan review fee.

8.0 MAIN ISSUES

Members are asked to comment on the current proposals and to consider the following matters:

8.1 Principle of the Uses

8.2 The site forms part of a wider mixed use allocation in the Site Allocations Plan – ref. MX1-11 (Inner Area). This includes the land to the north of the listed viaduct subject of the recent approved ‘Foundation’ residential development scheme. The allocation notionally details the site as to contain 463 residential units and 50,380m² of office development. This number of residential units is lower than the 2006 Outline consent (726) and the recent Foundation scheme (607). The proposal would increase the density of development to provide 1,070 residential units.

8.3 The further increase in residential use of the Doncaster Monkbridge allocation / site is considered acceptable; it is sustainably located in the City Centre, offers good public transport, cycling and walking connections including how the site can link into the viaduct connections and the city, shown and detailed within the Foundation scheme.

8.4 The increase in density of development to this site is also expected to assist with the ongoing vitality of the listed viaduct which will look to accommodate small commercial units contributing to future use and upkeep of this key connection into the City Centre.

8.5 The residual loss of office space will still leave some 35,633m² of office space (71% of the allocation figure). In the context of the wider City Centre, there is a significant provision of office accommodation following a number of permissions over recent years including a significant coverage across the neighbouring MEPC site. The

Doncaster Monkbridge site still has capacity to provide a further 8 storey (Phase Purple A) and 10 storey (Phase Yellow) office buildings behind and to the side of the existing occupied 8 storey (Phase Red) office building.

8.6 Given the site location and sustainability characteristics, the increase in residential capacity of the site is considered suitable under policies CC1 and T2. Given the level of B1a employment space approved already within the City Centre, the reduction by under a 1/3 of this site's provision is considered on balance acceptable as part of its mixed use allocation.

8.7 **Do Members support the proposed residential use of the site?**

8.8 Design, Massing and Protection of the Special Character and settings of Listed Buildings

8.9 The proposal would feature two tall buildings in the foreground of the listed viaduct. The development would be seen in the background of some other listed buildings in the area such as The Roundhouse and Half Roundhouse. The applicant has produced a Heritage Statement which concludes that the development would have a 'low adverse' impact upon the listed viaduct of which less than substantial harm will occur (reference to the NPPF).

8.10 The statement outlines that the original Monkbridge Ironworks would have afforded little in the way of historic clear views to this impressive structure. Resultantly the public benefits of the scheme in supporting the future long term protection of this asset through sustainable re-use is considered to outweigh the level of harm generated from the building blocks set in front of part of the structure. The Heritage Statement is considered a reasonable and realistic assessment.

8.11 The vertical shaping and massing of the blocks is designed to integrate with the wider masterplan of the site and should not significantly alter views into and through to the listed viaduct over and above the siting and footprints of the 5 and 6 storey blocks of the previous office consents.

8.12 The vertical designs also assist with provision of the views through to the horizontal shaping of the listed viaduct. The simple rectangular blocks would sit in line with the surrounding blocks built and previously approved on the southern side of the viaduct.

8.13 The design and massing has been considered in respect of both the existing and future context of the site with seven modelled views taken from strategic points around the development.

8.14 In terms of the existing context, there are some notable tall buildings within the City scape, including City Island at up to 15 stories tall in parts. Other examples further along the riverside include Candle House and further on, Bridgewater Place at 32 stories.

8.15 Given the surrounding context which includes the River Aire and Leeds-Liverpool Canal, Whitehall Road and the operational railway lines it is considered by Officers that there is sufficient 'breathing space' for a tall development of 17 to 21 stories high. The Tall Buildings Design Guide (2010) recognises that the wider Doncaster Monkbridge was the focus of a permitted tall building as was the triangular shaped site to the south side of Whitehall Road (both over 30 stories). The former has now been superseded by the recent approval of the Foundation scheme with tall blocks up to 21 stories in height.

- 8.16 The design and siting would also be acceptable in the context of the Foundation scheme to the north of the viaduct which increases in mass towards the City Centre. Together with the yet unbuilt office blocks (Phases Yellow and Purple A) the development will be largely obscured in large parts by the emerging surrounding context.
- 8.17 The designs are considered to provide simple but effective vertical lines with a strong linear grid pattern which sits at ease and in juxtaposition adjacent to the horizontal and regular arched structure of the listed viaduct. The predominantly brick and glazed built elevations sit effectively in the surrounding area with the backdrop of City Island, the MEPC development and approved Foundation Scheme all using these same materials in different quantities.
- 8.18 Although refinement to the early drawings has been discussed, the broad design emphasis is supported by Officers under LDF policies P10 and P11.
- 8.19 Do Members consider that the scale of the proposed new buildings and their relationship with the surrounding context is acceptable?**

8.20 Housing Mix, Internal Design, Affordable Housing Provision

- 8.21 The site, although set within the designated City Centre Boundary, is also set within the Inner Area Housing Market Characteristic Area (as opposed to the City Centre HMCA). In beginning to undertake the background research to this, the applicants have therefore initially appraised the demographics of both areas. The scheme is 100% flats to which policy H4 outlines may be suitable in a certain urban context. The site is a busy area of Leeds City Centre which is subject to transport noise and surrounded by densely built development. It is not considered that family housing is appropriate in this context.
- 8.22 Both these areas have been found to have higher than average percentages of young adults (20-34 years old) than the district average; 38% compared to 25%.
- 8.23 The analysis has suggested that the profile of renters in these locations are often young professionals aged 20-34, likely to be co-habiting couples, within house shares, or one person households. Therefore the housing mix proposed comprises of the following (as detailed in bold) with reference to LDF policy H4:

Size	Maximum (%) – Leeds District wide	Minimum (%) – Leeds District wide	Target (%) - Leeds District wide	Site (%)
Studio/1-bed	50	0	10	50
2-bed	80	30	50	45
3-bed	70	20	30	5
4-bed	50	0	10	0

- 8.24 Aside from the 3-bed units, the scheme falls within the ratios recommended. It is more reliant on studio / 1-bed units, but this is reflected by the initial research undertaken as to the needs of the demographics. The profile of the demographics suggests that these resident groups will not demand large percentages of 3-bed units.
- 8.25 Under LDF policy H4, as a scheme comprising more than 250 units, a Housing Needs Assessment will be required for submission and analysis.

- 8.26 The size of the apartments is as follows:
- Studio apartments – 33m² each
 - One-bed apartments – 41m² each
 - Two-bed apartments – 63m² each
 - Three-bed apartments – 74m² each
- 8.27 The studios are set just below the Leeds Standard which for a studio unit sets a standard of at least 37m².
- 8.28 The 1, 2 and 3-bed units meet the minimum nationally prescribed space standards.
- 8.29 The units come with the communal benefit of gym provision and foyer lounge areas at ground floor level in addition to external ‘private’ areas for resident use such as the podium space and top floor roof terrace gardens available to book.
- 8.30 The majority of the accommodation would meet the Nationally Described Housing Standards, with the exception of the studio flats (which are 33m²). However, it is considered that the proposed layout, daylight, circulation and juxtaposition of living functions in these flats together with the provision of communal spaces (which total some 2,500m²) would be satisfactory and on balance it is considered that these are acceptable.
- 8.31 The apartments are considered to provide sufficient outlook and light and sufficient separation distances between the two blocks of apartments (33m).
- 8.32 The applicant is offering 5% of the total units (which amounts to 24) on site as affordable units pepper-potted across the mix and the blocks. This has been proposed to be split pro rata evenly across all unit sizes. Further analysis and discussion between the Council and applicant on the split ratios are underway (based on up to date need) and any verbal update on this will be given if necessary.
- 8.33 The applicant has outlined that the affordable units would be operated by the same management company that will operate the whole development on behalf of the owner. The applicant has confirmed that the tenancy would be to the terms of the Local Lettings Agreement as signed and secured under legal agreement. This would consider and accept Local Authority nominations.
- 8.34 The applicant is proposing that affordable housing rental levels would be agreed with the Council at scheme specific rates based on the applicant’s own viability appraisals (not to date yet supplied to the Council) as opposed to using the Council’s PRS £/m² benchmarks. These would be discounted from the full agreed (as verified) market value priced apartments with figures set as discounted for lower quartile (40% of the units) and lower decile (60% of the units) occupants with reference to policy H5.
- 8.35 Do Members consider the mix of apartment sizes suitable based on initial research findings and local demographic characteristics?**
- 8.36 Do Members feel that the space within the apartments offers sufficient levels of amenity for future occupiers?**
- 8.37 Do Members have any particular comments to make with respect to the applicant’s affordable housing position?**

8.38 Highway Considerations

8.39 The Highway consultation recognises that the site is well placed for walking and cycling. The applicant offers a secure internal / lockable cycle space for every single apartment. Whitehall Road is an advisory cycle route and the canal offers attractive cycling links to and from the site in addition. The site will be able to connect to the stairway within and onto the listed viaduct to connect to the City Centre core. Pedestrian and cycle connectivity (including across Whitehall Road) however will be analysed as part of a detailed Transport Assessment (TA) submitted with any Full application.

8.40 The proximity of the site to bus stops on Whitehall Road also takes advantage of frequent and regular services into and out of the City.

8.41 The provision of car parking at 132 spaces amounts to 28.5% of the number of the units. This is considered appropriate given the location within the City Centre boundary and walking / cycling / public transport connectivity. This also meets the guidance of the Parking SPD which in this City Centre 'core' location refers to the Residential Street Design Guide, which states that it is expected that sites would generally average no more than 0.6 spaces per dwelling. Visitor parking is not normally appropriate in such instances. Sufficient disabled and electric spaces are included within this to the ratios set out in the SPD.

8.42 The existing estate spine roads require improvements including footpath widening to be brought up to adoptable standards. This is considered achievable and realistic and the applicant has confirmed this will be offered subject to detailed legal review and engagement with other landowners. The applicant has taken on this information and is investigating how this can be satisfactorily addressed.

8.43 Servicing arrangements require further design detailing to ensure sufficient and safe provision for longer vehicles as well as delivery vans etc are catered for without adversely affecting traffic circulation and sight lines. As part of this it is expected that turning arrangements will be provided.

8.44 A Travel Plan will be required and provision of a financial contribution at £113,701.23 to support the Sustainable Travel Plan Fund including the provision of free residential use of the City Car Club, where provision for a publically accessible car / space will be provided as part of the ongoing site development / layout designs.

8.45 Traffic Regulation Orders will be required to the estate roads and dependent on the outcome of the TA possibly within the surrounding road network.

8.46 Do Members support the proposed level of parking provision?

8.48 Flood Risk Management

8.49 The site lies partially in Flood Zone 2 therefore a Flood Risk Assessment will be required together with a Sequential Assessment of sites. This will be done consistent to the parameters (area) used within the Foundation scheme, namely the Inner Area Housing Market Characteristic Area.

8.50 The site is designed with non-habitable accommodation at ground floor level. Detailed drainage design which has not yet been undertaken will need to be

informed by liaison with Yorkshire Water and Flood Risk Management. It is expected that the site will drain to greenfield run off rates.

8.51 Ecology

8.52 A bat survey will be required and external lighting will need to be designed in accordance with this study work in this area which has bat roosting potential.

8.53 The site is partially adjacent to a Habitat Area (watercourse corridor) where it is not expected to have significant impacts upon this.

8.54 Wind

8.55 A detailed wind study will be required within any Full application. The applicant has however in the meantime commissioned a Scoping Report to inform the contents of this Study. An initial wind report has been also drafted for consideration. These will need to be considered under peer review, discussions on this being undertaken have already begun. Detailed feedback will be given to Members at any Full application.

8.56 Landscaping

8.57 The landscaping scheme to the podium will give residents a private decked area to supplement to existing Pocket Park set between the river and canal which offers publically accessible open space secured under the terms of the original Outline consent (reference drawn to policy G5).

8.58 Set around the development additional greenery from pit planted trees is shown to the surrounding public realm areas. The Landscape Officer recommends that sufficient sized and designed cell systems are used to bed these in place which could be maintained from sustainable rainwater harvesting / drainage systems.

8.59 It is considered that there is sufficient balance between hard materials externally and soft landscaping.

8.60 Conclusions

8.61 Members are asked to note the contents of the report and the presentation, and are invited to provide feedback, in particular, on the issues outlined below:

Do Members consider that the scale of the proposed new buildings and their relationship with the surrounding context is acceptable? (8.19)

Do Members consider the mix of apartment sizes suitable based on initial research findings and local demographic characteristics? (8.35)

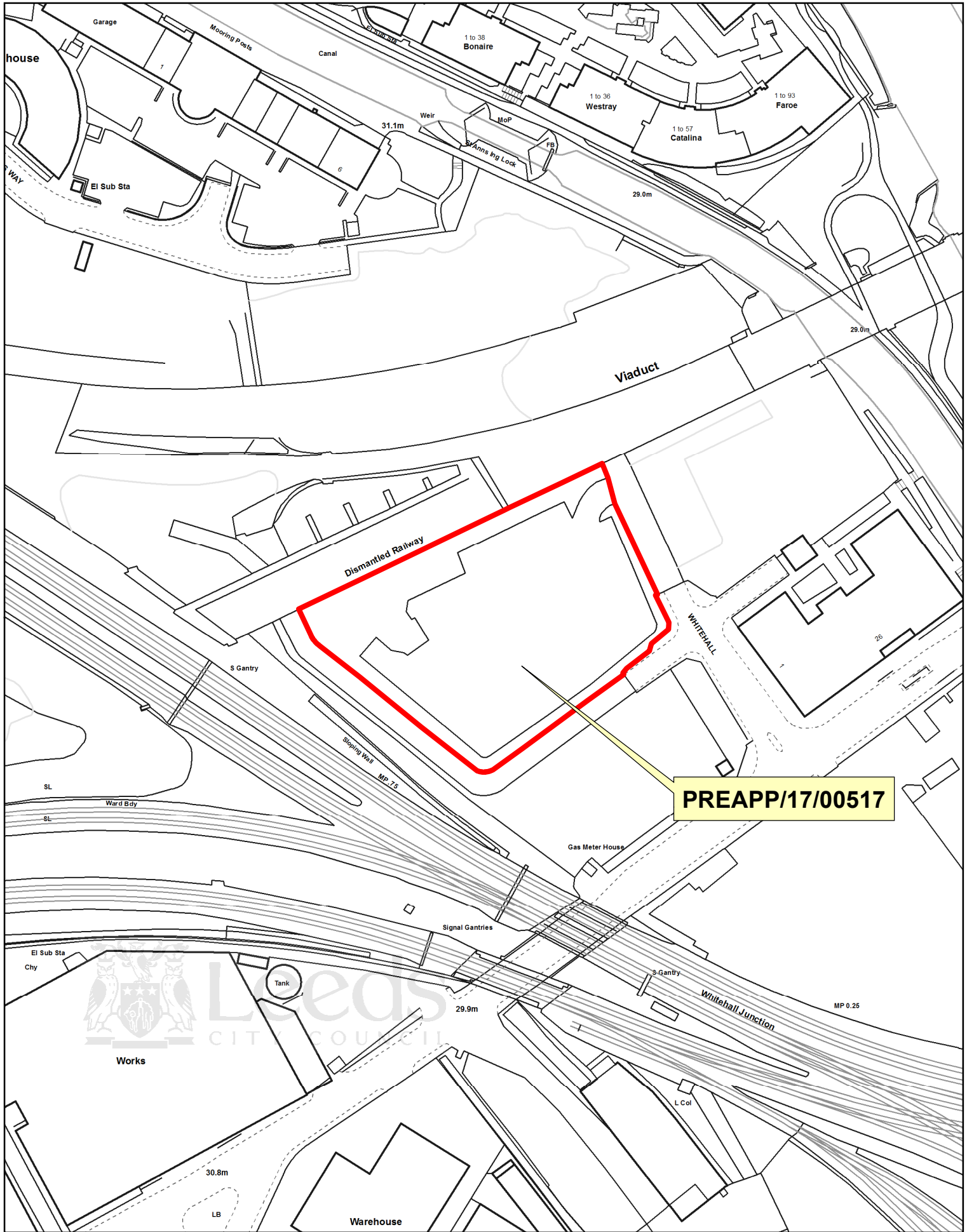
Do Members feel that the space within the apartments offers sufficient levels of amenity for future occupiers? (8.36)

Do Members have any particular comments to make with respect to the applicant's affordable housing position? (8.37)

Do Members support the proposed level of parking provision? (8.46)

BACKGROUND PAPERS:

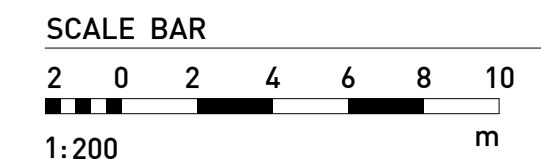
Pre-application file: PREAPP/17/00517
06/02880/OT: Outline application



PREAPP/17/00517

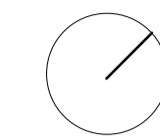
CITY PLANS PANEL





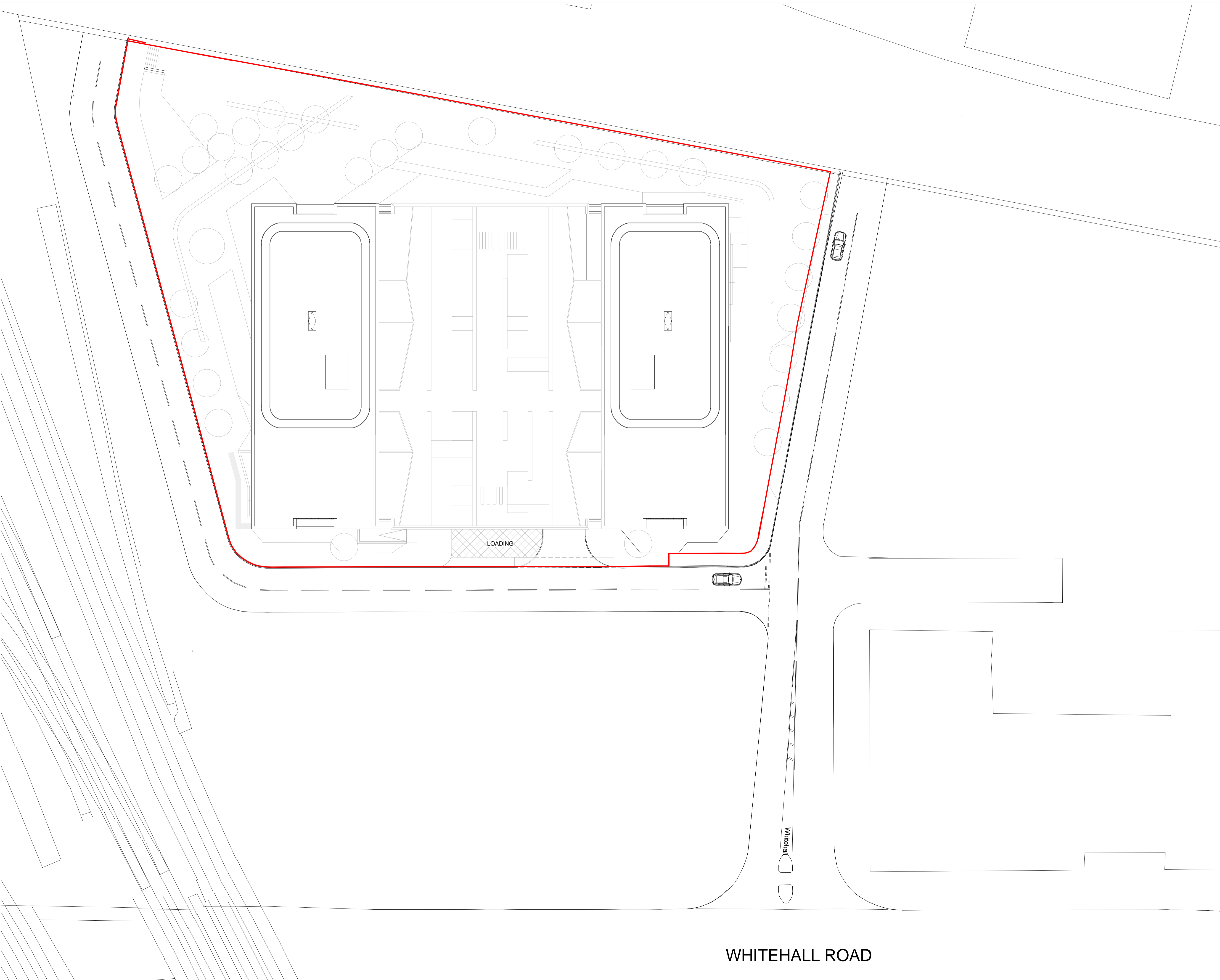
NOTE:
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NORTH POINT



Key

— Nominal Red Line
Boundary of Phase Purple
B Site



B	Planning Issue	29.06.17	YA
A	Minor amendments	09.06.17	
Rev	Description	Date	Dr by App by
original by	Author	date created	Approved by
		05/23/17	Approver

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project
Proposed Residential Development - Latitude Purple

drawing title:
Site GA Plan

project number
2016-108

drawing number P110	revision B
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scale: 1 : 250	GA1	issue status
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Only figured dimensions to be taken from this drawing. Do not scale off this drawing.
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WHITEHALL ROAD