



Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 13th September 2018

Subject: Pre-application PREAPP/17/00242 for a major planning application relating to Build to Rent residential development of 6-21 storeys with approximately 347 no. apartments, landscaping, basement parking and associated works at land off Marsh Lane, Saxton Lane and Flax Place, Leeds, LS9 8HE

Applicant – Court Collaboration

<p>Electoral Wards Affected:</p> <p>Burmantofts and Richmond Hill</p> <p><input type="checkbox"/> Yes Ward Members consulted</p>	<p>Specific Implications For:</p> <p>Equality and Diversity <input type="checkbox"/></p> <p>Community Cohesion <input type="checkbox"/></p> <p>Narrowing the Gap <input type="checkbox"/></p>
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RECOMMENDATION: This report is brought to Plans Panel for information. The Developer will present the details of the emerging scheme to allow Members to consider and comment on the proposals at this stage.

1.0 INTRODUCTION:

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

2.0 SITE AND SURROUNDINGS:

2.1 The site is currently occupied by 2 low level metal clad industrial style sheds with a car park sitting between the two accessed from Saxton Lane to the south. The site is surrounded by a mix of palisade fencing and brick walling and is prominently located on Marsh Lane being clearly visible from the gyratory system and the one way loop road. To the north of the site is the elevated section of the railway viaduct which is the only rail route into the eastern side of the city. This only serves to increase the prominence of the site as again, it is clearly visible when arriving into the city by

train. To the north of the railway is the vacant former Marsh Lane goods yard and the clearly visible presence of Quarry House.

- 2.2 To the south is a commercial garage site and then a 12 storey metal clad student housing scheme 1 Mill Street, which is student accommodation. To the south is the Leeds Central Ambulance Station and to the south-west is the 'Gateway' residential development up to 14 storeys.
- 2.3 Immediately to the east is the site of the booster station for the Leeds District Heating Network (currently under construction) which is in a low rise building with approximately 20m high exhaust flues. To the south-east is the Saxton Gardens residential scheme which grows in height as it rises up the hill.
- 2.4 The site is located within the defined City Centre but is not allocated for a specific use on the Local Development Framework (LDF) Policies Map. The site lies within the boundary of the Aire Valley Leeds Area Action Plan (AVLAAP).

3.0 PROPOSAL:

- 3.1 Two buildings are proposed separated by public realm which provides a permeable route for pedestrians from Railway Street to the north and Saxton Lane to the South. The taller Block A, facing Marsh Lane, is linear in plan sitting above a low-rise, ground floor, podium. At the time of writing this report the proposal steps up from 19 to 21 floors in order to create interest on the skyline. This element of the proposal is still under design development and an analysis of this will form part of the Panel presentation to Members.
- 3.2 Block B, facing Flax Place, steps up from 6 floors to 12 floors and then 16 floors at its highest point and is roughly U-shaped in plan. The buildings are 20m apart at their nearest point at first floor level but in general they are between 25m and 35m apart at the upper levels.
- 3.3 The external materials of the group of buildings is brickwork with aluminium window framed glazing. The public realm will be a mix of hard and soft landscape.
- 3.4 The scheme contains approximately 347 no. purpose designed Build to Rent (BtR) apartments comprising:

Block A:
1 Beds: 94
2 Beds: 76
Total: 170

Block B:
1 Beds: 91
2 Beds: 68
3 Beds: 18
Total: 177

- 3.3 The apartments range in size: 1 bed 45-50 sqm; 2 bed 68-71 sqm; 3 bed 86-87 sqm. All apartments meet, and in some cases exceed, the Nationally Described Space Standards. The ground floors provide a significant area of internal residents facilities comprising a community area, event space and a work hub in the Building A podium, in addition to plant, refuse and bicycle storage areas.

- 3.4 Vehicular access is proposed for basement parking from Flax Place. The existing access to the site from Saxton Lane is to be closed and a lay-by introduced to aid servicing of the site without blocking the public highway. This is important here as Saxton Lane is part of the blue route for the ambulance station to the south. The number of parking spaces has not been finalised at the time of writing this report and will be explained to Members as part of the presentation. Residential and visitor bicycle storage will comply with LCC's standards. Common parts and public realm will be managed spaces and a concierge will be provided with an office overlooking entrances and the public areas.
- 3.5 The main resident accesses are provided from two entrances off the public realm linked by a covered, open-sided walkway which bisects the space. The space itself is approximately 40m deep by between 11m and 28m in width. There is an area of landscaping also to be introduced between the podium of Building A and the Marsh Lane footway.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 Following the relocation of Alton Cars, the site was used as a place of worship for Living Hope Church.
- 4.2 The applicant has advised that:

Court Collaboration are assisting the Church in finding alternative accommodation. A new lease agreement is in place which provides for a break notice period for the Church to relocate and vacate the premises. Officers are advised that a number of alternative sites have been put forward for consideration by the Church to assist with their future relocation.

- 4.4 Approval granted for a Build To Rent scheme at Flax Place at City Plans Panel in November 2017 app. ref. 17/06296/FU. This approved 300 residential units, a retail unit, a health care centre, parking and landscaping. This was set out with a similar 2 building approach with an area of open space located between the buildings oriented north/south. This format was included as it sets up the possibility of a secondary pedestrian route running parallel with Flax Place. The approved scheme would be located at the southern end of this route, with the current pre-application proposal at the northern end. This would then provide a direct north/south route to the currently open pedestrian railway arch at the northern end and the Marsh Lane goods yard site beyond. This route will be made clear as part of the presentation.

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 The current pre-application scheme was re-presented to officers in April 2018 by Court Collaboration, who are acquiring the site from Alton Cars. Two pre-application meetings have taken place between the developer team and officers. The first meeting (June 2018) focused on scale & massing and the second meeting (August 2018) focused on further refinements to the scheme including architectural treatment and materials. The skyline of Building A is still under discussion and the design development will be presented to Members as part of the presentation.

6.0 CONSULTATION RESPONSES:

- 6.1 Highway Services: The site is in an accessible location being in close proximity to city centre services and facilities, with well-defined routes for those on foot with

signal controlled crossing facilities, bus stops with high frequency services and adjacent to the City Connect cycle route.

The level of on-site parking provision will need to be justified. Off-site highway works would be required for: vehicle access; provision of the layby with a 2m wide footway around it; informal crossing point; footway widening and the reinstatement as footway of any redundant accesses. Need to ensure there is at grade or ramped access to the existing turning head on Railway St and the turning head dimensions checked to establish it is of a size to accommodate the required vehicle size. These works would be subject to a S278 agreement. A Travel Plan will be required as part of any submission.

It is noted that Saxton Lane serves as a blue light route from the Central Ambulance Station on Flax Place requiring a clear out-bound route.

It may be prudent to consult Network Rail given that tall buildings are proposed in close proximity to high level railway with overhead electric cables.

Any wind mitigation measure must be positioned within the site and not over-sailing the highway.

Environmental Studies Transport Strategy Team: Given the location of this site it is possible that residents in the apartments could be exposed to levels of air quality in exceedance of the UK air quality standards. Therefore request that an air quality impact assessment is submitted as part of the planning application. Electric vehicle charging points (EVCPs) will also need to be included.

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

Flood Risk Management: There are no records of flooding at the site or its immediate surroundings and there are no nearby watercourses, open or culverted, to which surface water discharges from the site could be directed. A surface water attenuation system will need to be provided. Incorporation of SuDs will need to be considered as part of the application albeit it is recognised that there may be limited opportunity given the site constraints.

7.0 MEMBER RESPONSES

As a result of the pre-application consultation process Ward Members and adjoining Ward Members have been notified of this proposal. As a result Cllr's Ragan and Graham (Burmantofts and Richmond Hill) have received a briefing. They have commented that they are supportive of the proposed residential use and the scale of the proposal. They would wish to see the affordable housing units provided on the site and the number of family units maximized. They also suggested that a small convenience store could be a useful addition to the site but realised this could not be insisted upon.

8.0 RELEVANT PLANNING POLICIES:

8.1 Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of decision making, the Development Plan for Leeds currently comprises the following documents:

- The Leeds Core Strategy (Adopted November 2014)
- Saved UDP Policies (2006), included as Appendix 1 of the Core Strategy
- The Leeds Aire Valley Area Action Plan (August 2017)
- The Natural Resources & Waste Local Plan (NRWLP, Adopted January 2013)

8.2 **Leeds Core Strategy**

The Core Strategy (CS) sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district.

Spatial Policy 1: Location of Development states that;

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

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

Spatial Policy 5: Aire Valley Leeds Urban Eco-settlement

Aire Valley Leeds (Urban Eco–Settlement) is identified as a strategic location, providing a minimum of 6,500 new homes, at least 250 hectares of land for employment uses (including research and development, industrial, and warehouse development) and new retail services of an appropriate scale.

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

Policy CC1: City Centre Development

The City Centre will be planned to accommodate at least the following:

(iii) 10,200 dwellings.

b) Encouraging residential development including new buildings and changes of use of existing buildings providing that it does not prejudice the town centre.

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

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

Policy 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.

Policy H5: identifies affordable housing requirements. According to the policy, the affordable housing requirement would be 5% of the total number of units, with 40% for households on lower quartile earnings and 60% for households on lower decile earnings.

Policy P9: states that where proposals for development would result in the loss of an existing community facility or service, satisfactory alternative provision should be made elsewhere within the community if a sufficient level of need is identified.

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

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

Policy G5: requires residential developments over 0.5 hectares in the City Centre to provide a minimum of 0.41 hectares or open space per 1,000 population. In areas of adequate open space supply or where it can be demonstrated that not all the required on site delivery of open space can be achieved due to site specific issues, contributions towards the City Centre park and new pedestrianisation will take priority.

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

Policies EN1 and EN2 set targets for CO2 reduction and sustainable design and construction, and at least 10% low or zero carbon energy production on-site.

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

Policy EN5 identifies requirements to manage flood risk.

8.3 **Leeds Unitary Development Plan Review 2006 - Retained Policies**

Policy ARC6 (Conditions required with regard to preservation of archaeological details by record)

Policy BD2 (Design and siting of new buildings)

Policy BD5 (All new buildings and amenity)

Policy GP5 (All planning considerations)

Policy LD1 (landscaping schemes)

Policy N23 (Space around new buildings)

8.4 **Leeds Natural Resources and Waste DPD 2013 including revised policies Minerals 13 and 14 (Adopted September 2015)**

The plan sets out where land is needed to enable the City to manage resources, like minerals, energy, waste and water over the next 15 years, and identifies specific actions which will help use natural resources in a more efficient way. Policies regarding land use, energy, coal recovery, drainage, flood risk and waste will be relevant to this proposal.

8.5 **National Planning Policy Framework (NPPF - Revised July 2018)**

The NPPF was revised in July 2018, and the National Planning Practice Guidance (NPPG) set out the national policies for England and how these are expected to be applied. One of the key principles running through the Framework is a presumption in favour of Sustainable Development set out in three parts: Economic, Social and Environmental. The revised NPPF now seeks to tighten definitions on the

presumption in favour of sustainable development, increases the emphasis on high-quality design and place-making.

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

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

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

Section 11: Making effective use of land - Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land

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

Section 12: Achieving Well-designed places

Para 127: Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

8.6 **Aire Valley Leeds Area Action Plan (AVLAAP) (2017)**

The site is not allocated within the AVLAAP. It is however within the designated East Street Opportunity Area (“ESOA”) (Policy EB4), where the redevelopment of existing buildings for residential purposes is encouraged. The ESOA contains a set of principles to guide development, including:

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

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

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

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

8.7 **Supplementary Planning Guidance**

Tall Building Design Guide
 SPD Parking
 SPD Street Design Guide

SPD Travel Plans
SPD Building for Tomorrow Today: Sustainable Design and Construction
SPG City Centre Urban Design Strategy
SPG3 Affordable Housing and the interim affordable housing policy
SPG Neighbourhoods for Living

8.8 **Other Material Considerations**

DCLG: Technical Housing Standards 2015 (Nationally Described Space Standards - NDSS): Sets out internal space standards within new dwellings and is suitable for applications across all tenures. The housing standards are a material consideration in dealing with planning applications. 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 the local plan to the nationally described space standard. With this in mind the city council is currently developing the Leeds Space Standard. However, as the Leeds Standard is at an early stage within the local plan process, and is in the process of moving towards adoption, only limited weight can be attached at this stage but this may change as the proposals are progressed through the planning system.

8.9 **Core Strategy Selective Review (CSSR)**

A selective review of the Leeds Core Strategy is presently being undertaken (CSSR). The submission draft plan was submitted to the Secretary of State for Housing and Local Government on 9 August 2018 and is evidence of the Local Planning Authority's emerging policy position. The CSSR continues to support the City Centre, as a key focus for new housing. It includes a review of the housing requirement 2017-2033; the distribution of housing; city centre green space; climate change reduction policies; the adoption of the Nationally Described Space Standards (NDSS) into local policy (New Policy H9) and affordable housing policy H5 to introduce mechanisms for the provision of affordable housing as part of BtR schemes.

9.0 **KEY ISSUES**

9.1 Principle of the Use

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

9.2 Therefore the residential use proposed would significantly contribute towards the Aire Valley and City Centre HMCA housing targets set out under Core Strategy policies Spatial Policy 5 and 6 respectively. It is considered that the use of the site for residential use accords with policy requirements and is acceptable here.

9.3 The applicant has advised the following in respect of the BtR sector and the applicant's involvement:

Court Collaboration is proposing to operate the scheme as a Build to Rent (BtR) development and as such will provide a significant number of new homes within the proposed development. The BtR business model differs

from a conventional housebuilding model. The main feature of the financial model is that it is intended to produce a regular return to an investor (often institutions such as pension fund holders). It facilitates institutional investment into rental developments by creating large single investment buildings of high quality, introducing economies of scale. An element of investment risk falls to a third party "operator" or managing organisation who takes on the role of landlord to individual occupier tenants.

There are a number of variants to BtR, however each is underpinned by a commercial approach aimed at providing a long-term return to the investor financing the development whilst giving the managing organisation the flexibility to determine their lettings policy and exposure to risk. Unlike the traditional build for sale product, BtR avoids costs associated with sales and marketing focusing instead on longer term investment return associated with holding the investment rather than initial development profit. BtR tends to involve high density development such as apartment blocks (typically 150 plus units) to reduce management costs.

- 9.4 Policy P9 (Community Facilities and Other Services) of the CS states that proposals for redevelopment which would result in the redevelopment of a community facility, i.e. in this case a church, is acceptable, if satisfactory alternative provision is made elsewhere within the community where there remains a need for the existing use. The applicant has advised that it understands the church are relocating to alternative premises and is assisting in this process.
- 9.5 Housing mix
The proposals indicate that the development will have a mix of 1, 2 and 3 bedroom units. Core Strategy Policy H4 requires an appropriate mix of unit sizes. As the proposal includes more than 250 units a Housing Needs Assessment will be required as part of the future application which should justify any variance from the requirements of Policy H4.
- 9.6 Affordable housing
Policy H5 of the Core Strategy requires 5% of the total units on a housing development of this size to be provided as affordable housing, normally on site. However the City Council has recognised, through interim policy applying to BtR, that this housing sector has a different business model which may, in some cases, justify commuting affordable housing provision off site. At this pre-application stage the applicants are considering whether affordable housing is provided on site (their preference being a discount market rent approach to 5% of properties on site) or off-site via a commuted sum.
- 9.7 Massing/Scale/Layout
This site is in the immediate setting of a number of substantial buildings namely Gateway Court to the south and Quarry House to the north. It is also located adjacent major transport routes. In this context a tall building is considered appropriate.
- 9.8 The primary focus for the design development of Building A has been to create an interesting silhouette on the city skyline. At the time of writing this report, the stepped outline of Building A and a recess in the western elevation have been introduced to try to emphasise the slender corner feature and provide layering and variation. The images to be presented at Panel will show this and any development of this design both in elevation and in the context of street views.

- 9.9 The orientation of the blocks responds positively to the alignment of Marsh Lane/Flax Place and the buildings on the recently approved site 100m to the south. This would allow the continuation of the north/south non-vehicular route to be achieved running parallel to Flax Place.
- 9.10 **Do Members consider that the variation in heights of the proposed buildings provides sufficient interest in the built form to be acceptable on the Leeds skyline in this prominent location?**
- 9.11 Elevational Treatment
Officers consider that the site is in transition where the scheme would sit alongside a broad mix of buildings from differing architectural periods. As such the design is not required to be reflective of any particular style or character of the area. Therefore the overriding factor is that the architecture and the materials used are both of high quality.
- 9.12 The facades are proposed to have a calm modernist architecture incorporating red brick and a paler brick to provide emphasis. The building is proposed to be subdivided both horizontally and vertically in order to provide depth and layering. This detailing has been used to provide emphasis to the slender corner element facing out over the gyratory to which the other elements are subservient. The horizontal banding increases in depth by one floor the higher up the building it is located which serves to emphasise the slenderness whilst at the same time tying the elevations of Building A together.
- 9.13 This vertical and horizontal motif repeats across Building B but the colour of the frame is varied to reflect the irregularity of the plan form. Variety in the building elevations is attained through the modelling of the facades which provides interest. Officers consider the emerging design to be appropriate for this site and that it would make a positive contribution to the context of the wider area.
- 9.14 **Do Members consider the emerging elevational treatment of the proposal is acceptable?**
- 9.15 Residential amenity considerations
All apartments are designed to meet or be above the minimum space standards set out in the Nationally Described Space Standards. The scheme has been designed to maximize the number of units which have a western, southern and eastern aspect. The two blocks are spaced well apart, (20m-35m at upper floor levels), to allow windows to be introduced for natural light and views out without detriment to the occupiers of the other building. In view of the proposed distances between the buildings and their spatial relationship, along with the provision of internal and external space, the amenity of the occupiers of these buildings is considered to be acceptable
- 9.16 The applicant is in discussion with officers responsible for the provision of the city wide district heating system in order to establish what mitigation the scheme may have to provide given its location adjacent the booster station on Flax Place.
- 9.17 Layout/Landscaping
The publicly accessible open area at ground floor level between the two buildings would be above a basement car park and would be the focus of movement north/south through the site and east/west between the buildings. Therefore, the landscaping scheme envisaged at this stage is hard in nature, although some relief planting is proposed. The open space would be accessed by steps and a ramp from

the south and is likely to be at grade to the north due to levels changes in the surrounding area.

9.18 What are Members views on the emerging landscape scheme and pedestrian routes through?

9.19 Transport and Access

The site is in a sustainable location with excellent access to the many amenities offered by the city centre which would be within easy walking distance, including the bus and coach stations. As such the proposal will aim to promote sustainable transport and therefore basement car parking spaces will be limited to only a percentage of the total number of flats, with the final number still to be agreed. This will also be restricted by the physical capacity of the basement to accommodate only a certain number of vehicles along with other facilities that will be required to service the building. Electric vehicle charging points and motor cycle parking will be provided in the basement as well as cycle spaces in the podium with car club spaces on Saxton Lane.

9.20 Do Members consider the approach to car and cycle parking provision to be acceptable?

10.0 CONCLUSION

10.1 The key questions asked in the report above are as following:

9.10 Do Members consider that the variation in heights of the proposed buildings provides sufficient interest in the built form to be acceptable on the Leeds skyline in this prominent location?

9.14 Do Members consider the emerging elevational treatment of the proposal is acceptable?

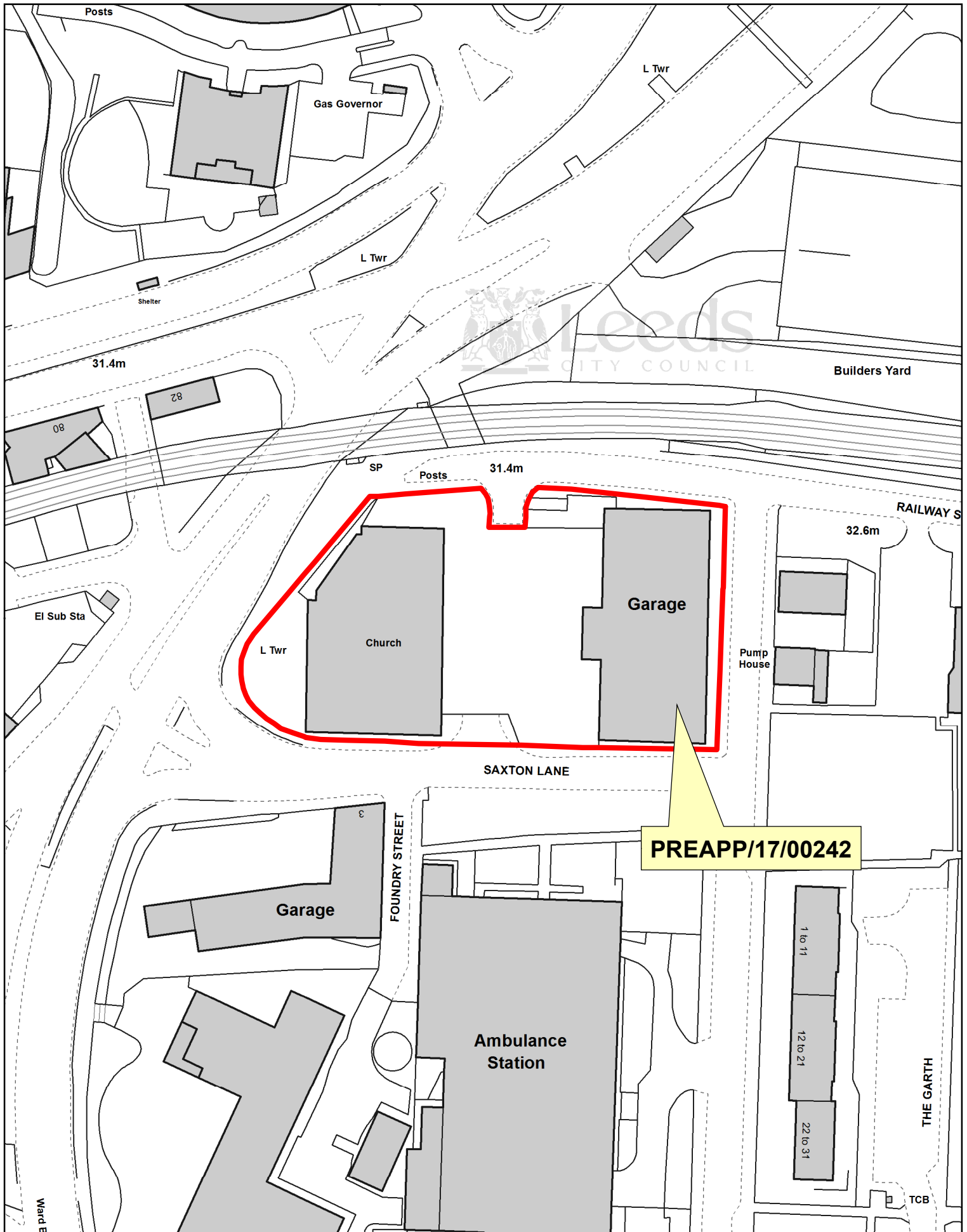
9.18 What are Members views on the emerging landscape scheme and pedestrian routes through?

9.20 Do Members consider the approach to car and cycle parking provision to be acceptable?

Background Papers:

Proposal site: pre-application ref. PREAPP/17/00242

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



CITY PLANS PANEL

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SCALE : 1/1000





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Northpoint:

Rev	Date	Amendments	By	Chkd
A	23/07/18	Scheme altered to suit clients comments	JW	



8 Wharf Street, Leeds, LS2 7EQ
 23 Hanover Square, London, W1S 1JB
 T: 0844 844 0070
 F: 0844 844 0071
 info@den.uk.com
 www.den.uk.com

Project: Proposed Development, Saxton Lane, Leeds				
Client: Court Collaborations				
Dwg Title: Proposed Site/ Ground Floor Plan				
Date: Jul 18	Scale: 1 : 200	Size: A1	Drawn: LD	Checked: ADP
Project No: 2960	Dwg No: SK201	Rev: A	Status: Preliminary	