



Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 3rd January 2019

Subject: Application reference 18/03744/FU for the erection of 100 apartments in two buildings between 5 and 7 storeys, 3 commercial units (A1,A2,A3,B1,D1), 3 no. car parking spaces on land located between Melbourne St and Lower Brunswick St, Leeds

APPLICATION REF. 18/03744/FU

Applicant – Mr Philip Symonds

Electoral Wards Affected:

Little London and Woodhouse

Yes

Ward Members consulted

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

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

- Provision of 5% (5no.) affordable housing units with standard fallback clauses
- £24,750 Residential Travel Plan fund
- £2,500 Travel Plan Review Fee
- £10,000 for new bus stop on North St
- £8,000 for amendment to existing 'No Waiting' TRO's in the area.
- Control over public realm maintenance and 24 hour accessibility
- Local Employment Initiatives
- Any other obligations which arise as part of the application process.

In the circumstances where the Section 106 has not been completed within 3 months of the resolution to grant planning permission the final determination of the application shall be delegated to the Chief Planning Officer.

1.0 INTRODUCTION:

- 1.1 Members will recall this scheme at pre-application stage being re-presented to them in March 2018 following an initial presentation in April 2017. The March 2018 presentation explained the many changes made to the original proposal in order to overcome Member's originally expressed concerns. Members received the revised pre-application scheme far more positively and the subsequent application is for a scheme very similar to that presented in March 2018. The proposal is for a new residential scheme for 100 units with 3 small ground floor commercial units located between Melbourne St and Lower Brunswick St which are parallel streets that run downhill and eastwards off North St.

2.0 SITE AND SURROUNDINGS:

- 2.1 The site is presently occupied by Manston Business Centre, a terrace of two storey, red brick workshop and office units with associated surface car parking. These date from the 1980's and are predominantly vacant. In addition there are 2 areas of public car parking located at either end of the site both containing 12 spaces (24 spaces in total) which are tariffed for long-stay use.
- 2.2 The application site is 0.17hectares with Melbourne St to the north and Lower Brunswick Street to the south. Brunswick Row runs along the western end of the site with Bridge Street to the east. To the west is a 6 storey, primarily residential, building (80 North Street) and to the east is a 2 storey former office complex (Brunswick Court) which has now been converted to residential accommodation. To the south are further commercial units, between 2 and 4 storeys and a building occupied by the Salvation Army. Notably there is a space between the buildings approximately mid-way along this street frontage which contains an area of car parking, although pedestrians can also pass through this area unhindered. To the north is the large gable end elevation of a B1/B2/B8 (industrial and warehouse use) building which is set back from the road. This is of brick and metal cladding with external air-conditioning units. To the west of this is a motor repair workshop.

3.0 PROPOSAL:

- 3.1 The proposal is for 2 buildings between 5 and 7 storeys which sit at either end of the site separated by a central area of open space. This forms two similarly sized and proportioned buildings both approximately 40m in length with a 10m space between them containing 2 planters with a single tree in each. This widens out to 13m at the lower level due to the colonnade set-back and the introduction of 2 splayed corners. The location of this space is directly opposite the tallest building on the southern side of Lower Brunswick St in order to maintain a sense of openness along this part of the street. In addition this space is slightly off-set from the gap between the buildings on the southern side of the street which means there would be the potential for a greater level of connectivity north/south. There is a further area of landscaped open space at the western end containing 8 trees along with 2 small areas of private amenity space for the only 2 ground floor flats in the scheme. There is a smaller landscaped strip at the eastern end which contains a single tree (11 trees in total are proposed across the site).
- 3.2 The lower two floors are to be set back by 2m within a colonnade treatment with the elevations and support columns in a light coloured masonry cladding material with both transparent and dummy glazing across the remainder of the elevations at this level. The upper floors of the buildings are proposed to be of brick and glass with a masonry cladding used for emphasis. The top is to be of both transparent and look-

a-like glass, contained within a masonry framing. The western and eastern end elevation are proposed to contain feature 3/4 storey high oriel bay windows which will provide a signature feature for the development when viewed at distance from North St to the west and Bridge St to the east. There are 2 roof top amenity areas for residents, one on each building surrounded by a glass balustrade detail rather than a parapet wall. This is in order to reduce the height of the building at this point and allow views of the landscaped terraces from street level.

3.3 The scheme contains the following uses:

100 no. apartments comprising:

- 1 no. studio
- 58 no. 1 bed apartments
- 38 no. 2 bed apartments
- 3 no. 3 bed apartments

The units range in size as follows: studio 33 sqm; 1 bed 37-52 sqm; 2 bed 61-68 sqm; 3 bed 74 sqm.

Three small commercial units (30-40 sqm each) are proposed at ground floor level with flexible uses: A1 retail, A2 financial and professional services, A3 café/restaurant, B1 Offices, D1 assembly and leisure (e.g. clinic, consulting rooms, gallery). The proposal includes riser ducts to the roof in order to ensure the commercial units at ground floor can be ventilated without the need to insert louvres at low level.

3.4 Three car parking spaces, which are of a size to be considered disabled accessible (one to be capable of electric vehicle charging), are provided on site within the ground floor of the building and cycle parking spaces are provided in three stores with one bike space per flat and an additional 12 short stay spaces located around the building.

3.5 The space between the two buildings, as well as providing publicly accessible amenity space, would also be used for servicing both buildings. This route would be controlled by bollards at the northern end, which means it could not be used as a cut through by other traffic. This off-street servicing area means that vehicles would not have to park on the public highway where they could block other vehicles. In addition Lower Brunswick St is to be made one-way. This enables a greater footway width to be created around the building with small peripheral areas of the site being designated as adopted highway. Refuse storage facilities are to be provided in both blocks, each with easy access to the open space and service route through the centre of the site.

3.6 The main resident accesses are provided from the western end of both buildings, due to the slope which exists across the site. The eastern end being occupied by the commercial units at the ground floor level of both buildings. Off-site the proposal would include dropped pedestrian crossing facilities on the 4 corners of the site as well as other peripheral locations to improve accessibility to the surrounding pedestrian footway network and public transport routes. The public footways around the perimeter of the site would be widened to a minimum of 2m.

4.0 RELEVANT PLANNING HISTORY:

4.1 There has been no relevant planning history for this site. However, the original pre-application proposal was presented to Members on 6th April 2017 with the amended

scheme presented on 29th March 2018. The minutes of the 2018 meeting state the following:

In offering comments Members raised the following issues:

- It was the view of Members that this was an impressive design and set a new quality standard for the surrounding area
- Members welcomed the improved scale, massing and provision of roof top gardens
- Further details were required about parking provision for the area

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

- Members were supportive of the emerging scale and design of the development
- Members expressed the view that the levels of amenity within the flats was acceptable
- Members were of the opinion that the proposal respects the amenity of the occupiers of surrounding properties
- Members requested further information as to the approach to car parking provision in this highly sustainable city centre location

5.0 RESPONSES FROM PUBLIC

5.1 The application was subject to a public consultation exercise which occurred in the local area in April 2018. 8 people attended the event. In answer to 3 set questions the following responses were received:

- Question 1: Do you agree that the regeneration of Melbourne Street site is a positive for the local area? Of the 8 respondents 7 either agreed or strongly agreed.
- Question 2: Do you agree that the site is in need of a change of use? Of the 8 respondents 6 either agreed or strongly agreed.
- Question 3: Was today's consultation informative? Of the 8 respondents 8 said it was informative or very informative.

5.2 In respect of additional comments, the following points were made:

- Agreement with the regeneration of the area.
- Could set a precedent for the area being developed with taller buildings that would have a negative impact in the area.
- Reduction of motorized transport in the area would be good
- Concern over noise during construction
- Could a communal energy system be used?
- The area is used for parking and the loss of these spaces would have a negative impact on the area.
- Need more green spaces and more trees in the area.
- A residents parking permit scheme should be introduced
- A shop should be included
- Need to ensure Air B'n'B is not introduced.

5.3 The Leeds Civic Trust has written in support of the application. The use, including the range of apartment sizes and the massing of the proposal are supported. They question the quality of the landscaping scheme and wish to see landscaping introduced to the area between the buildings. Note: the landscaping scheme has

been amended since these comments were received and planting has now been introduced between the two buildings.

5.4 A letter of objection has been received from Geary and Associates on behalf of the owners of 2 and 12/16 Lower Brunswick St which are located on the southern side of Lower Brunswick St facing northwards towards the application site. The objector considers that the scheme:

- 'Ignores its impact on the existing character of the area and has a negative impact on adjoining buildings';
- Fails to provide logical connectivity between adjacent sites or future connectivity in the area
- Narrow footpaths would be unsafe for pedestrians
- 'The scheme design has been driven by maximising density with little regard for the immediate built environment';
- 'The buildings dominate the street frontage';
- 'The creation of a 7-metre 'canyon' between buildings cannot be considered as a development on a human scale' and creates a 'Dickensian' spatial density standard';
- 'The immediate environs (of the scheme) comprise single, two and three storey buildings, not six storeys, and as such the proposal completely fails all the requirements of the policy statement (that the development should respond to its context in terms of scale, massing and height)';
- The street is not wide enough to allow the necessary vehicle and service vehicle usage and could obstruct emergency vehicles
- Commercial units are not located on the correct parts of the building and doubt there will be enough footfall to keep them going.
- Better to support a comprehensive redevelopment of the area rather than this peace-meal approach.
- No on-site residents parking is provided whilst removing 48 parking spaces. (*actual number on site being removed is 24*)
- Lack of privacy and security to residents as they are close to the back edge of footpath
- No residential amenity space

6.0 CONSULTATION RESPONSES

6.1 Statutory

Yorkshire Water: No objections subject to works being undertaken in accordance with those set out in the Flood Risk Assessment

Coal Authority: No objection subject to a condition regarding the need for site investigation and any subsequent remedial works.

6.2 Non-Statutory

Highways Services: No objection to the principle of residential development. The following comments are made in respect of the scheme details:

On-site: The access for servicing vehicles via the one-way system between the buildings is to be controlled by retractable bollards on exit. The swept path analysis for a refuse vehicle indicates satisfactory manoeuvres up Lower Brunswick Street and through the site, exiting onto Melbourne Street. The proposed development includes 3 commercial units; servicing and deliveries for 2 of these is from within the site, and there is sufficient space on Bridge Street for servicing/deliveries for the

small commercial unit at this end of the development. A servicing management plan is required to be conditioned.

Three disabled parking bays are proposed for the development and the access to the internal car park is acceptable, with a dropped crossing provided. An electric vehicle charging point is provided and the details of this can be conditioned.

The short stay cycle spaces, long stay cycle spaces and motorcycle parking are acceptable.

Off-site: A package of highways works are proposed. These works include footway widening around the site to 2m widths, alterations to the kerb-line at the Lower Brunswick Street/Bridge Street junction, narrowing of the carriageway on Lower Brunswick Street and this being made one-way westbound, dropped kerbs and tactile paving around the site and on routes to bus stops/city centre, TRO amendments as indicated, formation of the new dropped crossings for vehicle access, and reinstatement of footway along Melbourne Street and Lower Brunswick Street site frontages.

Amendments to TROs around the site are required to manage parking and maintain access; this is shown on the submitted plan and can be part of the off-site highways works package required by condition. The landscaping document indicates that it is proposed to reinstate setts on the carriageway of New Brunswick Street and the materials for the highway surface would be agreed as part of detailed design.

An on street parking survey prior to development has been provided which shows there are 'No Waiting' restrictions in many of the surrounding streets. These restrictions currently operate Monday-Saturday 8am- 6pm, which could lead to problems with evening/overnight and weekend parking. Therefore a contribution needs to be obtained for the potential amendment to these TRO's for the management of on-street parking in the vicinity of the site (North Street, New York Road, Regent Street and Skinner Lane) arising as a direct result of the development. This figure is set at £8,000 and should be an obligation contained in the S106 Agreement.

Residents will not be entitled to on street resident parking permits; a direction must be attached to any permission to this effect.

Bus stop improvements on North St are required as requested by WYCA (£10,000 contribution)

A construction management plan is required by condition.

A Stage 1 Road Safety Audit is required prior to planning permission being granted (this can be carried out whilst the s106 is being completed).

The proposals do not now raise any particular concerns in respect of road safety.

Travelwise (Travel Plan): The revised travel plan is acceptable. The S106 should include a £24,750 Residential Travel Plan fund and a £2,500 review fee.

Sustainability - Contaminated Land: No objection subject to a range of conditions requiring submission of remediation statement, verification report, control over the importing of any soil and the removal of asbestos.

Flood Risk Management: The Flood Risk Assessment outlines proposals for dealing with surface water discharges from the site which are acceptable in principle subject to conditions regarding the details of surface water drainage both during construction and for the finished building.

WYCA: No objection. The site is located close to North St and there is no shelter on the nearest stop. Request £10,000 for the upgrade of this stop. Also that safe and direct pedestrian links are made to this stop. Advocate the inclusion of the sustainable travel fund.

Environment and Housing: No objection subject to conditions covering delivery hours, construction practice, lighting, extract ventilation systems

Environmental Studies Transport Strategy Team: No objection in respect of air quality. In respect of noise, the details of the glazing and ventilation systems can be controlled by condition.

Sustainability - Contaminated Land: The information required can be obtained through the use of appropriately worded conditions.

Police Architectural Liaison Officer: Would encourage the architects to use Secured by Design products for doors and windows at the lower levels. Lockable cycle stores are supported as well as the use of CCTV

7.0 RELEVANT PLANNING POLICIES:

7.1 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 Natural Resources & Waste Local Plan (NRWLP, Adopted January 2013) including revised policies Minerals 13 and 14 (Adopted September 2015).
- The Leeds Aire Valley Area Action Plan (August 2017)
- Any Neighbourhood Plan, once made.

7.2 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 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 EC3: Proposals for a change of use on sites which were last used or allocated for employment to other economic development uses including town centre uses or to non-employment uses will only be permitted where:

(ii) Existing buildings and land are considered to be non-viable in terms of market attractiveness, business operations, age, condition and/ or compatibility with adjacent uses”

Policy H2: New housing on non-allocated sites. New housing development will be acceptable in principle on non-allocated land, providing that the number of dwellings does not exceed the capacity of transport, educational and health infrastructure, as existing or provided as a condition of development.

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 P2: Sets out acceptable uses in town centres including, housing above ground floors, retail, non-retail services, cafes and restaurants, offices, health care services and community facilities.

Policy P9: Community facilities and other services are appropriate to be located in centres.

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

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

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

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

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

Policy EN5 identifies requirements to manage flood risk.

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

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)

7.4 **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 and flood risk will be relevant to this proposal.

7.5 **Aire Valley Leeds Area Action Plan (AVLAAP)**

The AVLAAP provides a spatial planning framework, plan wide policies, area plans and site specific allocations for Aire Valley Leeds. The focus is to deliver an innovative and integrated approach to the sustainable regeneration of the area, reflecting the scale of opportunities in the area and links to adjacent communities in east and south Leeds. The application site lies outside and to the north west of the AVLAAP area.

7.6 **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 supports the objectives of significantly boosting the supply of homes. It is important that a sufficient amount and variety of land can come forward where it is needed.

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.

7.7 **Supplementary Planning Guidance**

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

7.8 **Other Material Considerations**

Residential amenity standards:

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 L.C.C. is currently developing the Leeds Space Standard. However, as the Leeds Standard has not yet been adopted as part of the Core Strategy Selective Review (CSSR) see below, only limited weight can be attached at this stage.

7.9 **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 a revised affordable housing policy H5.

7.10 **Site Allocations Plan (SAP)**

The site is not allocated as a residential site in the SAP and is therefore considered to be a windfall site. This is considered further by policy H2 of the Core Strategy where such sites will be acceptable in principle providing the number of dwellings does not exceed the capacity of transport, educational and health infrastructure, as existing or provided as a condition of development.

7.11 **Mabgate Development Framework (2007)**

The site is also within the area covered by the Mabgate Development Framework (MDF). This is not part of the formally adopted development Plan but is useful for Development Management purposes and embodies some important principles for development.

General Objectives: The objectives of the plan are as follows:

- Conservation of the area's historical and industrial legacy and maintaining its distinct sense of place
- Recognition of the important economic function that the area can play in supporting mixed and sustainable communities.
- Avoidance of conflict between residential and existing and potential employment uses.
- Promotion of residential uses as part of mixed use developments with active ground floor uses.

- Improvement of pedestrian links through the Mabgate area to improve connectivity from the City Centre to the communities of Lincoln Green, Burmantofts and Harehills.
- Ensuring that new developments contribute to the environmental improvement of the area.

Detailed Matters: In respect of detailed matters the plan sets out the following:

- New buildings should be both contemporary as well as respectful of their setting
- The colour and type of materials should make reference to the historic stock with a limited palette used
- Residential development is acceptable as part of mixed use schemes.
- Greater pedestrian connectivity should be introduced across the plan area
- Active ground floor uses are encouraged Suitable active ground floor uses include employment activities (B1, B2 and B8) and, where appropriate, financial and professional services (A2) and food and drink uses (A3). These will generate pedestrian movement and provide “eyes on the street” to enhance personal safety
- New development should ensure that the historic street form is retained and, where possible, enhanced.

Public Realm: Public spaces should be attractive, functional, safe and accessible to all users. There should be a clear distinction between public and private spaces and their design should be co-ordinated with the rest of the development so they are not remnant spaces. It is important that any public realm should have welcoming aspects designed with public amenity and personal safety attributes. The aim should therefore be to create good surveillance and the use of CCTV, directional amenity lighting, active frontages and/or overlooking windows to deter anti-social behaviour and abuse.

Area West of Regent St: There is the opportunity for a greater range of uses on higher storeys to ensure that City Centre land is used efficiently and that the area is safe and well used during both the day and night. This area is characterised by predominantly large block footprint retail/storage/warehouse properties up to three storeys in height with eight storey elements, with cameo historic small/smaller footprint buildings amongst.

- New building should not exceed the height of existing development along North Street.
- The cascading scale and form of recent development offer a reasonable guide to future development which should cascade down the hill from North Street.

8.0 KEY ISSUES

8.1 Principle of the Proposed Development

Residential: The use of the site as units of residential accommodation is in accordance with local and national policy, as previously developed brownfield land located within the defined city centre. Policy H2 of the Core Strategy, states that new housing development will be permitted on non-allocated sites providing that the number of dwellings does not exceed the capacity of local infrastructure and meets local accessibility standards. The principle of residential development is acceptable in this city centre location being in accordance with Core Strategy Policy, Spatial Policy 1 (SP1) and Housing Policy H2. Members also accepted that residential use was acceptable here as part of the pre-application process.

- 8.2 Commercial: The site is unallocated within the development plan. In respect of Policy EC3 of the Leeds Core Strategy the existing buildings have been largely vacant for a number of years and are considered to be unattractive to the current market and are therefore no longer viable. The NPPF para. 81 states that planning policies should be flexible enough to accommodate needs not anticipated in the plan and enable rapid response to changes in economic circumstance. In this case it is considered that the redevelopment of the site in this highly sustainable city centre location would result in the reuse of a currently underused site.
- 8.3 It is also the case that the proposal includes an element of commercial space within the ground floor of both blocks which would bring with it alternative and more attractive employment opportunities. These opportunities consist of the proposed retail, professional services, café/restaurant and assembly and leisure uses which are all considered acceptable uses in a town centre in accordance with Core Strategy Policy P2. These uses are also acceptable considering the site and its location, given that they will help to support the continued success and growth of this part of the city centre with the increasing number of residential developments in the area.
- 8.4 The inclusion of specific D1 uses also helps to fulfil the aims of Policy P9 in enabling access to local community facilities. Therefore, the proposals are considered to be acceptable and in line with policy EC3, P2 and P9 of the Core Strategy and the objectives of the Revised NPPF.
- 8.5 Layout and Scale
The 2 buildings follow the current street pattern, and acknowledge the slope by stepping down to the east. The height and massing relate well to the building fronting North St using the main brick elevation and set back roof top successfully as reference points. The method of cascading down the hill, using a step in each building elevation, with the two buildings themselves being set at different levels down the hill, successfully relates the built form to the topography of the site and breaks down the length of the façade. This stepping-down the hill accords with the detailed advice set out in the Mabgate Development Framework.
- 8.6 In addition, the space between the buildings adds to the sense of openness which is reinforced by the colonnade set back at lower levels (generally 2m). This colonnade treatment widens the space available for pedestrians adjacent the public footway which will itself be widened to a minimum of 2m, making 4m in total. There is currently no north/south route across the site and so this new space improves permeability in the area and allows the introduction of soft landscaping where presently there is just tarmac and buildings. The space also creates an off-set alignment with the gap in the building frontage on the southern side of Lower Brunswick St.
- 8.7 The fact that the buildings do not occupy the full length of the street allows some visual breathing space so that the proposal would not dominate the street. The

proposal is located to the north of the existing commercial buildings on the southern side of Lower Brunswick St so there is no impact on any residential units. In addition the new open space between the buildings is located directly to the north of the tallest building on the southern side of lower Brunswick St.

8.8 In this case it is considered that, although the plan reflects the tight urban grain in this area, where most buildings are built to the back edge of footpath, the proposal is specifically designed to relate to the buildings around this site and is in character with the surrounding area. Therefore the proposal is considered to strike the right balance between the efficient and sustainable use of a brownfield site and the way it interfaces with the existing buildings. This softening of the environment in the area, along with the improvements to legibility and connectivity in the area, is welcomed.

8.9 Design

The use of brick as the dominant material on all elevations is acceptable in this context where brick is widely in evidence. The use of the masonry cladding panels and glass provides emphasis and articulation and it is considered that these materials are used successfully, providing relief and definition to the elevations. These are also used to define the light-coloured base, the brick middle floors and the glazed set-back top floors which creates a successful 'base, middle and top' division to the composition. The inclusion of oriel bays at the western and eastern elevations is a signature for these buildings and is considered to provide an acceptable architectural focal point on these primary approaches. Officers consider that the elevations are well mannered and respectful of the context, accommodating the fall which exists across the site, and are acceptable.

8.10 The objector raises the matter of a more comprehensive approach to redeveloping the area. However, the Local Planning Authority has to determine the application in front of it. Whilst there may be other ways of developing this area there are no formalised or adopted plans which provide a justification for this. If the objector wishes to pursue this then they can make a formal approach to the applicant and produce a scheme which the LPA would have to consider on its merits.

8.11 Residential amenity considerations

The apartments meet the requirements of the Nationally Described Space Standards (NDSS) except for the single studio, which is located in a space adjacent the stair core and is 33 sqm (4 sqm smaller than the minimum set out in the NDSS). Officers are of the opinion that this unit is laid out on the plan to provide clearly defined bed-space, living, dining and kitchen areas and adequate internal circulation space. Its location at the top of the building means it would benefit from good natural lighting and views out. The unit provides an additional unit of accommodation which would not otherwise exist and would appeal to someone looking for accommodation at the more affordable end of the market. In this particular situation this single studio unit which does not meet the NDSS is, on balance, considered to be acceptable.

8.12 There are only two units contained on the ground floor of the entire development and these are at the western end of the scheme. Due to the fall in ground levels their windows would be elevated above the surrounding footway level which would provide them with increased privacy. They are also set at the back of the colonnade rather than directly onto the street which affords them more physical segregation. In addition these two units are the only ones to have their own small area of private amenity space which sits adjacent the western entrance next to the public realm area. In this location it is considered that the measures employed to protect the amenity of the occupiers of these 2 lower level units, and the amenity of the units themselves, is acceptable.

- 8.13 The scheme has been designed to maximize the number of units which have a western, southern and eastern aspect. Noise pollution would be considered low in this location as it is some distance from the main roads at North St and Regent St. The standard of amenity for the future residents is considered acceptable. In view of the fenestration arrangement and proposed set back from Brunswick Row, the relationship and impact on amenity of the occupiers of 80 North St is also considered to be acceptable given the proposal is 20m away. The newly converted residential units to the east of the site across Bridge St are set approximately 12m away. The proposal reduces in scale at this end of the scheme terminating in the oriel bay design feature. This is considered to be a sufficient distance in this tight urban setting to preserve the amenity standards of the occupiers of these recently converted residential units in respect of light and privacy.
- 8.14 The scheme would have two areas of amenity space provided on the roofs of the buildings. These would provide an increased level of biodiversity, residential amenity, improved visual appearance when viewed from both taller buildings around and from street level, given they are surrounded by glass balustrades. Their inclusion in the scheme is clearly welcomed.
- 8.15 A condition will be used to control the hours of working in order to protect the residential amenity of the existing residents in the area.
- 8.16 Affordable Housing and Housing Mix
The Council's policy H5 requires 5% of the total units to be provided as affordable housing. The applicant has agreed to a fully policy compliant provision of 5 units on site and this will be controlled through obligations set out in the S106 agreement along with the standard fallback clauses.
- 8.17 Policy H4 of the Core Strategy requires that schemes provide for a mix of unit sizes. Whilst this development does not meet the specific 'preferred' mix of units, it does provide a wide variety of unit sizes covering studio apartments through to 3 bedroom apartments in a variety of individual configurations. The percentages of one and two bed apartments are within the minimum and maximum ranges identified by Policy H4, whereas the number of three bed apartments is below the specified minimum. However, 3 no. 3 bedroom units are being delivered here and in the city centre, where the provision of three bed dwellings currently stands at 1%, it is considered that the provision of the proposed number of 3 bedroom units is acceptable in this location.
- 8.18 Highways/Access matters
The detailed consideration by Highways Services colleagues is set out in the consultation section above. The site is sustainably located within the city centre and the many amenities offered are within an easy walking distance including those along North Street. Cycle storage with long-stay provision for every residential and commercial unit, in addition to short-stay spaces, will be provided to encourage this sustainable mode of transport.
- 8.19 Three parking spaces are provided to disabled accessible standards, which enables those with a disability to have a space on site if required. Whilst this represents a 3% provision across the whole scheme, this site is located adjacent to bus routes and within walking distance of the city bus and railway stations, as well as all of the facilities offered by the city centre itself. Parking policy allows a minimum of zero spaces provided there are no problems identified on the local highway network. In this location there are wide spread on-street parking controls designed to prevent adverse impact and obstruction on the highway. Officers consider that this level of provision is

acceptable and accords with wider sustainability objectives by reducing the reliance on the private motor vehicle.

- 8.20 The site is to provide off site works for: footway widening around the site to minimum 2m widths; alterations to the kerb-line at the Lower Brunswick Street/Bridge Street junction; narrowing of the carriageway on Lower Brunswick Street and this being made one-way westbound; dropped kerbs and tactile paving around the site and on routes to bus stops/city centre; TRO amendments; formation of the new dropped crossings for vehicle access; and reinstatement of footway along Melbourne Street and Lower Brunswick Street site frontage. This package of works is directly related to the development and will be controlled by condition and an obligation in the S106 in respect of the £8,000 required for the amendments to the 'No Waiting' restrictions.
- 8.21 There is no requirement to provide long stay parking spaces for general public use in this area and so the loss of the existing 24 spaces from the site is not contrary to policy.
- 8.22 The building has been set out to provide a minimum 2m wide footway around the site with additional space available within the colonnades and open spaces which will further improve the pedestrian environment. Refuse collections and servicing the building are being provided on site from the space between the buildings so there will be no impact on the existing street and this arrangement is considered to be acceptable.
- 8.23 Energy and sustainability
The scheme is proposed to achieve the required reduction in CO2 emissions and low carbon energy source in accordance with Core Strategy Policy EN1 and Policy EN2.

9.0 CONCLUSION

- 9.1 This proposal would provide residential units of acceptable size and standards of amenity in a highly accessible location close to the city centre, whilst providing policy compliant on-site affordable housing. The commercial units would provide employment opportunities and service the occupiers in the local area. The design would enhance the character of the street scene and the area in general and the landscaped open spaces and new route through the proposal would improve environmental quality and pedestrian permeability.
- 9.2 It is considered that this proposal would act as a catalyst for the regeneration of the area and for the reasons set out above the application is considered acceptable subject to the attached conditions and the obligations to be included in the S106 agreement.

Background Papers:
PREAPP/16/00303

CONDITIONS – MELBOURNE ST

18/03744/FU

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

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

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

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

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

In the interests of visual amenity.

4) Construction of external walling shall not be commenced until a sample panel of all the materials to be used in the external walling has been approved in writing by the Local Planning Authority. The sample panel shall be erected on site to establish its detail. The external walling shall be constructed in strict accordance with the sample panel(s) which shall not be demolished prior to the completion of the development.

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

5) Landscaping works shall not commence until full details of both hard and soft landscape works, including an implementation programme, have been submitted to and approved in writing by the Local Planning Authority. Hard landscape works shall include

- (a) proposed finished levels and/or contours,
- (b) boundary details and means of enclosure to include those around the edge of the raised amenity deck,
- (c) car parking layouts,
- (d) other vehicle and pedestrian access and circulation areas,
- (e) hard surfacing areas,
- (f) minor artefacts and structures (e.g. furniture, refuse or other storage units, signs, lighting etc.),

(g) proposed and existing functional services above and below ground (e.g. drainage, power cables, communication cables, pipelines etc., indicating lines, manholes, supports etc.).

Soft landscape works shall include

(h) planting plans

(i) written specifications (including soil depths, cultivation and other operations associated with plant and grass establishment) and

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

k) method of construction of any planters to be located on the amenity deck

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

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

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

To ensure successful aftercare of landscaping.

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

To ensure maintenance of a healthy landscape scheme.

8) Development shall not commence until details and a method statement for interim drainage measures during site works have been submitted to and approved in writing by the Local Planning Authority. The site works and construction phase shall thereafter be carried out in accordance with approved method statement.

To prevent flooding offsite in accordance with the NPPF

9) Development shall not commence until a drainage scheme (i.e. drainage drawings, summary calculations and investigations) detailing the surface water drainage works as well as arrangements for its future maintenance (e.g. adoption by the Water Company or private maintenance schedule) have been submitted to and approved in writing by the Local Planning Authority. The maximum rate of discharge, off-site, shall not exceed 5 l/s, unless otherwise agreed with the Local Planning

Authority. The works shall be implemented in accordance with the approved scheme before the development is brought into use, or as set out in the approved phasing details.

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

10) Notwithstanding the plans hereby approved, prior to their installation on site, full details of the cycle/motorcycle parking facilities and the refuse storage facilities shall be submitted to and approved in writing by the Local Planning Authority. The building shall not be occupied until the approved facilities have been provided and the facilities shall thereafter be retained for the lifetime of the development.

In order to meet the aims of adopted Leeds Core Strategy policy T2 and Leeds UDP Review (2006) policy T7A

11) No erection of permanent boundary treatments shall take place until details of the position, design, materials and type of all railings, walls and/or fences or permanent boundary treatments to the perimeter of the site, whether or not shown to be erected on the approved plans, have been submitted to and approved in writing by the Local Planning Authority. Such railings, walls and/or fences shall be erected in accordance with the approved details, before the land/buildings to which they relate are occupied, and shall thereafter be retained

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

12) Prior to their erection on site, details of the traffic flow bollards to be located at the vehicle exit point at the Melbourne St exit point, to include construction details and a method of operation, shall be submitted to and approved in writing by the Local Planning Authority. The bollards shall then be installed in accordance with the approved details prior to the first occupation of the building for the use approved by this permission.

In the interests of highway safety and visual amenity in accordance with policies GP5 and BD6 of the Leeds UDP Review 2006 and the National Planning Policy Framework

13) Development shall not be occupied until all areas shown on the approved plans to be used by vehicles have been fully laid out, surfaced and drained such that surface water does not discharge or transfer onto the highway.

To ensure the free and safe use of the highway in accordance with the Street Design Guide SPD (2009).

14) Details of the ventilation system to be used in the residential units shall be Submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The system shall limit noise to a level at least 5dBA below the existing background noise level (L90) when measured at the nearest noise

sensitive premises with the measurements and assessment made in accordance with BS4142:1997. The ventilation system shall then be installed in accordance with the approved details.

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

15) Details of any external extract ventilation system associated with the ground floor commercial units shall be submitted to and approved in writing by the Local Planning Authority prior to its installation and the system shall be installed and maintained in accordance with the approved details.

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

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

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

17) Construction activities shall be restricted to 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturdays with no construction on Sunday and Bank Holidays unless otherwise agreed in writing by the Local Planning Authority.

In the interests of the amenity of surrounding residents and occupiers in accordance with policy GP5 of the Leeds UDP (Review) 2006 and the National Planning Policy Framework.

18) Development shall not commence until a Statement of Construction Practice has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall include:

- (a) the methods to be employed to prevent mud, dirt and grit being carried onto the public highway from the development
- (b) measures to control the emissions of dust and dirt during construction
- (c) location of site compound and plant equipment/ storage
- (d) control of noise during construction
- (e) location of pedestrian routes around the site
- (f) location of the access to the site and loading/unloading during construction
- (g) control of surface and foul water drainage during construction
- (h) how the Statement will be made publicly available by the developer for the lifetime of the construction phase.
- (i) provision for contractor parking during construction

The development shall be carried out in accordance with the recommendations set

out in the statement.

To ensure that mud is not deposited on the road in the interests of amenity and highway safety in accordance with policy GP5 of the Leeds UDP (Review) 2006. In the interests of the free and safe use of the highway in accordance with Leeds Core Strategy policies T1 and T2 and retained policies T24 and GP5 of Leeds UDP (Review) 2006.

19) No development shall commence until a Phase I Desk Study has been submitted to, and approved in writing by, the Local Planning Authority and:

(a) Where the approved Phase I Desk Study indicates that intrusive investigation is necessary, development shall not commence until a Phase II Site Investigation Report has been submitted to, and approved in writing by, the Local Planning Authority,

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

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

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

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

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

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

22) Any soil or soil forming materials brought to site for use in garden areas, soft landscaping, public open space or for filling and level raising shall be tested for contamination and suitability for use. A methodology for testing these soils shall be submitted to, and approved in writing by, the Local Planning Authority prior to these materials being imported onto site. The methodology shall include information on the

source of the materials, sampling frequency, testing schedules and criteria against which the analytical results will be assessed (as determined by risk assessment). Testing shall then be carried out in accordance with the approved methodology. Relevant evidence and verification information (for example, laboratory certificates) shall be submitted to, and approved in writing by, the Local Planning Authority prior to these materials being imported onto the site.

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

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

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

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

To ensure that the site is safe and suitable for use

24) The development shall not be occupied until details of measures to control on-street parking in the vicinity of the site as shown on Drawing 18041202 Revision D Pedestrian Improvements and timescales for implementation have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented and retained in accordance with the approved timescales.

To ensure highway and pedestrian safety.

25) Development shall not commence until details of the works shown in principle on Drawings 18041202 Revision D Pedestrian Improvements and Additional Existing/Proposed Pedestrian Crossings plan received 16th November 2018, have been submitted to and approved in writing by the Local Planning Authority. The approved works shall be fully implemented prior to occupation.

To ensure the free and safe use of the highway in accordance with adopted Leeds UDP Review (2006) policy T2.

26) Prior to the commencement of construction works to which this condition relates, details of Electric Vehicle Charging Points to be provided shall be submitted to and

approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details prior to first occupation of the development and thereafter retained in accordance with the approved details

In the interests of promoting sustainable travel opportunities

27) Development shall not be occupied until a Servicing and Delivery Management Plan (inc. timescales and operation/maintenance of the onsite traffic flow bollards on the Melbourne Street exit) has been submitted to and approved in writing by the Local Planning Authority. The plan shall be fully implemented and operated in accordance with the approved timescales.

To ensure the free and safe use of the highway in accordance with adopted Leeds

28) The development shall not commence until a condition survey of roads between Byron Street, North Street, Regent Street and New York Road has been submitted to and approved in writing by the Local Planning Authority. Any highway damage to the surface course, sub bases, kerbs and/or drainage systems on identified as a result of construction traffic for the development must be remedied by the Applicant to the satisfaction of the Local Planning Authority prior to occupation of the development.

In the interests of maintenance and free and safe use of the public highway

29) Delivery hours shall be restricted to 0800 and 2000 hours Monday to Saturday and 0900 and 1300hours on Sundays and Bank Holidays to any premises on the site once in operation.

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

30) Any music or amplified sound including tannoy systems used shall not be audible from any point on the site boundary.

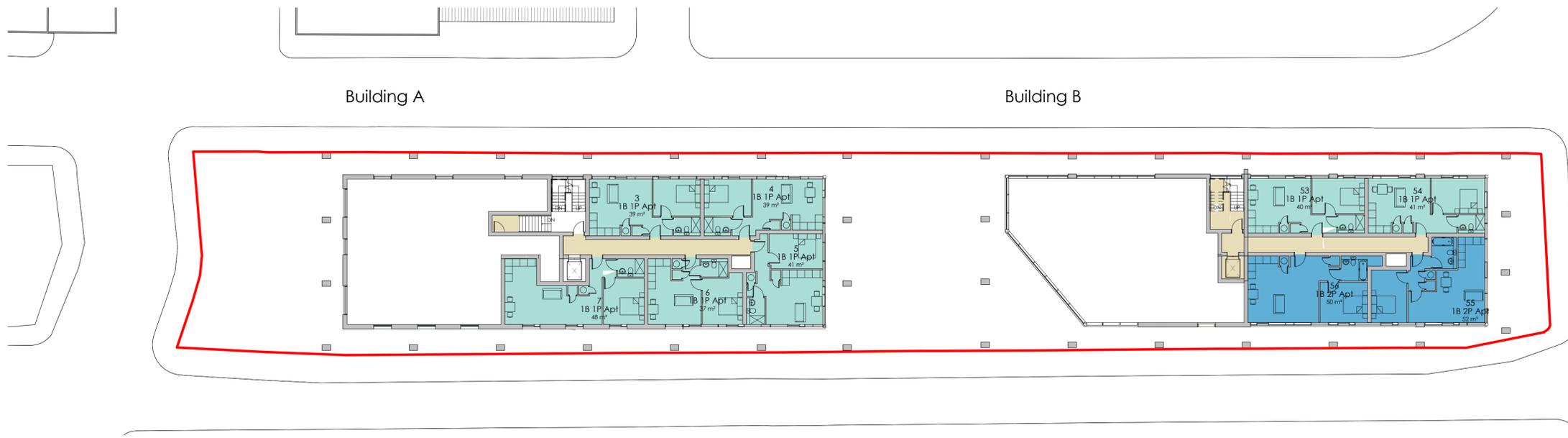
In the interests of residential amenity and in accordance with adopted Leeds UDP Review (2006) policy GP5 and the National Planning Policy Framework.

31) Prior to commencement of development, excluding demolition, intrusive site investigation works shall be undertaken in order to establish the exact situation regarding coal mining legacy issues on the site. A report of findings arising from the intrusive site investigations shall then be submitted. In the event that the site investigations confirm the need for remedial works to treat any areas of shallow mining, the report shall set out the remedial works required to consolidate any shallow mine workings and the timescales for the carrying out of these works. These remedial works will be undertaken in accordance with the agreed timescales prior to the commencement of development.

In order to ensure any coal mining legacy features are addressed prior to commencement in order to ensure both a safe working environment and adequate site conditions to enable construction to commence.

32) No development shall take place until details of a noise insulation scheme have been submitted for formal written approval by the Local Planning Authority. The scheme shall be designed to protect the amenity of the residents of the proposed dwellings from noise from the ground floor uses, noise from surrounding roads and noise from uses in the vicinity of the site. The approved scheme shall be implemented prior to occupation of the dwellings and retained thereafter.

In the interests of residential amenity of the residents of the proposed dwellings.



Upper Ground Floor

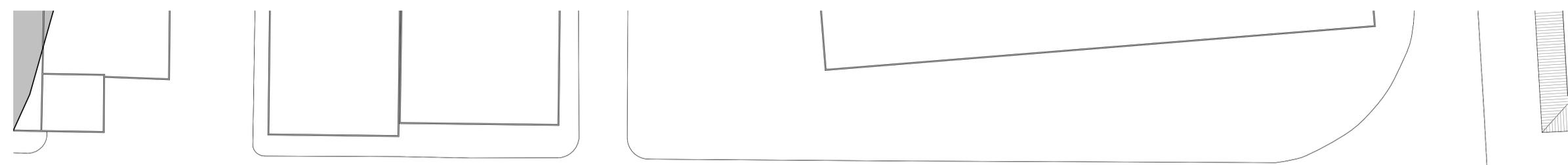
S:\000 Projects\2914 Melbourne Street, Leeds\0.00 Drawings\0.01 Project Drawing\Two Blocks Model 02a.rvt

Copyright of this drawing remains the sole property of Den Architecture Ltd unless otherwise designed in writing. Do not scale from this drawing. Figured dimensions are to be worked in all cases with any discrepancies reported to Den Architecture Ltd prior to commencement of any work.

Northpoint:

Rev	Date	Amendments	By	Chkd
A	05/01/18	Scheme amended to suit planners comments	ST	DJR
B	29/01/18	Scheme amended to suit clients comments	LD	DJR
C	09/03/18	Scheme amended to suit planners comments	LD	ST
D	31/05/18	Ground Floor Layout amended to suit Clients comments	ST	DJR
E	05/06/18	Ground Floor Layout Amended to Suit Clients Comments	ST	DJR
F	07/09/18	Site Boundary Amended and Floor Layouts and Elevations amended to suit	ST	DJR
G	20/09/18	Layouts and elevations of Building B amended following Planners Comments	ST	DJR
H	28/09/18	Layouts to Suite Highways comments	SC	ST
I	12/11/18	Decided parking reinstated	ST	ST
J	14/11/18	Revised Landscape Proposals added to drawing. Elevators amended	ST	DJR

Commercial *
 A1, A2, - Shops, Financial /Professional Services
 B1(a) - Offices other than Class A2
 D1 Class XV - Clinics, Health Centres, Crèches, Day Nurseries, Consulting Rooms
 D1 Class XVI - Museums, Public Halls, Libraries, Art Galleries, Exhibition Halls



Ground Floor

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

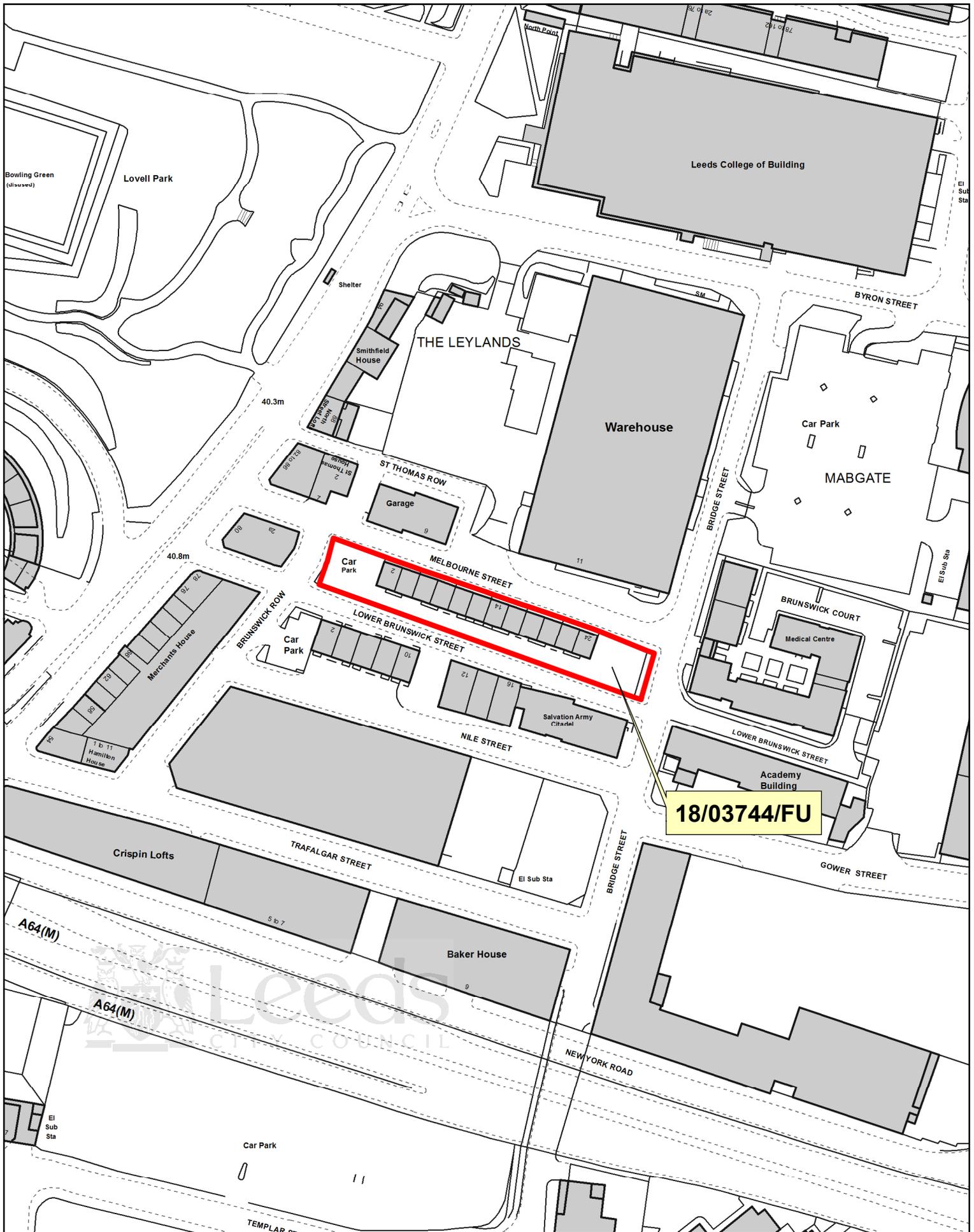
Project:
 Manston Business Centres, Lower Brunswick Street Leeds

Client:
 PRA 1 Ltd

Dwg Title:
 Proposed Ground Floor and Upper Ground Plan

Date:	Scale:	Size:	Drawn:	Checked:
Jan 16	1 : 200	A1	LD	ST

Project No:	Dwg No:	Rev:	Status:
2914	100	J	Planning



CITY PLANS PANEL

© Crown copyright and database rights 2018 Ordnance Survey 100019567

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

SCALE : 1/4500

