



---

**Report of the Chief Planning Officer**

**CITY PLANS PANEL**

**Date: 3<sup>rd</sup> January 2018**

**Subject: 18/02481FU – Two residential blocks at 17 and 21 storey's high, comprising of 463 flats with linked podium, car parking, landscaping and associated facilities**

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

**APPLICANT**

BAM Monk Bridge Ltd

---

**Electoral Wards Affected:**

Hunslet & Riverside

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 set out in Appendix 1 (and any others which he might consider appropriate) and the completion of a Section 106 agreement to include the following obligations:**

- Provision of 16 affordable units (3.45%) plus a commuted sum of £132,063
- Sustainable Travel Plan Fund contribution of £114,592.50
- Travel Plan together with monitoring fee of £4,315;
- City Car Club contribution of £20,000 to create car club space within the site;
- Traffic Regulation Order contribution £7,500
- Use of local employment skills in construction

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

**1.0 INTRODUCTION:**

1.1 This is a Full application brought to City Plans Panel which follows an earlier pre-application presentation to City Plans Panel (2<sup>nd</sup> November 2017) and a Position Statement (13<sup>th</sup> September 2018) for a multi-storey residential development (Private Rented Sector or 'PRS') on a site south of the listed viaduct which crosses through the former Doncaster Monkbridge Ironworks site off Whitehall Road in the City Centre.

## 2.0 **SITE AND SURROUNDINGS:**

- 2.1 The site forms part of the wider land holding owned by the applicant south of the grade II listed viaduct, which was formerly part of the wider Doncaster Monkbridge Iron & Steel works.
- 2.2 The site is located to the southwest of the commercial core of the city centre but within the defined city centre boundary. The Leeds Liverpool Canal is to the east of the site with the working railway line to the west. There is a mix of residential, commercial and industrial activities in the surrounding area.
- 2.3 The listed viaduct to the north was constructed in 1846 for the Leeds and Thirsk Railway Company. The viaduct has not been in use since the 1960s when the former Wellington train station closed and was subsequently demolished. It is in separate ownership.
- 2.4 One office building and access roads to serve the commercial plots south of the viaduct have been constructed and connected to Whitehall Road as part of previous planning permissions for the wider site but otherwise the site is cleared of all buildings.
- 2.5 The area is surrounded by a mixture of residential apartment blocks, the river and the canal, cleared land and office developments along Whitehall Road. The general theme of architecture along Whitehall Road is modern and contemporary, aside from the historic viaduct.
- 2.6 This particular section of the applicant's ownership has been previously granted Outline planning permission for 2 blocks of office development (5 and 6 stories in height), part of an overall group of 5 office blocks. Aside from Phase Red (to the opposite corner of the wider site) these have not been built out and the section of land forms part of a phased development which is now termed Phase Purple B.
- 2.7 The site is currently unallocated within the designated City Centre in the saved Unitary Development Plan Review Proposals Map. Within the emerging Local Development Framework Site Allocations plan, the Doncaster Monkbridge site is identified as a mixed use site (MX1-11).
- 2.8 The site lies in flood risk zones 1 (low risk) and 2 (medium risk).

## 3.0 **PROPOSAL**

- 3.1 The proposal is for 2 blocks of residential development consisting of 17 and 21 stories set either side of a raised area of shared landscaped private amenity space. The development would total 463 residential apartments which would be specifically built for rental purposes (Private Rented Scheme or 'PRS'). The development would be retained by the applicant and managed by a Specialist Provider. The apartments have a main pedestrian entrance set on the south side of the development.

- 3.2 The buildings would be set around an area of landscaped public realm with tree planting, seating and grassed / planted areas.
- 3.3 The accommodation would consist of the following:
- 70 x Studios (15%) (size 38m<sup>2</sup>)
  - 162 x 1-bedroom apartments (35%) (size range 38m<sup>2</sup> – 60m<sup>2</sup>)
  - 208 x 2-bedroom apartments (45%) (size range 61m<sup>2</sup> – 63m<sup>2</sup>)
  - 23 x 3-bedroom apartments (5%) (size range 79m<sup>2</sup> – 85m<sup>2</sup>)
- 3.4 The blocks would be identical in external materials and appearance aside from the height difference and wind mitigation treatment to the 17 storey (western) block. The main building materials would consist of a brick structure with recessed windows creating shadow lines and a grid pattern. The roof tops would be flat with the addition of two terrace gardens to the southern sections of the top floors. These are communal spaces available to residents to book / hire sporadically throughout the year.
- 3.5 The style of the architecture has emphasis on verticality with horizontal banding. The entrances at ground floor level will be of double height, as seen on the proposals elsewhere within the built and approved office buildings within the site.
- 3.6 102 car parking spaces would be available within the ground floor and basement via ramped access provision which is reached through the southern side in between the two blocks and underneath the central landscaped (private) first floor level amenity space.
- 3.7 The applicant is proposing a total of 448 cycle parking spaces (nearly one cycle space to each apartment) in a communal facility at ground level with a further 40 (short-stay) spaces provided for visitors externally. A communal gym space is available to all residents at this level. The level of parking space (102 spaces including 8 disabled and 11 electric with a further 12 as transferable spaces, should demand arise in the future) amounts to 22% of the total number of apartments. There are also 48 motorcycle spaces proposed.
- 3.8 The private amenity space is a mixture of hard surfacing treatment – decking, walkways, benches and some soft planting in raised planters and trees secured through tree pit design, to give some shading and softening within the surroundings.
- 3.9 Externally landscaped designs include new benches and further trees. This would be part of the wider public realm and connects with the proposed hard surfacing set in front of the listed viaduct and commercial units expected as part of the Foundation development to the north side of the Doncaster Monkbridge site. Additionally a combination of permanent and temporary screening for wind mitigation is proposed within the landscaped areas and wider Doncaster Monkbridge site.

## **4.0 RELEVANT PLANNING HISTORY**

4.1 The site has a complex planning history and the key applications are outlined below with a brief summary provided for each.

4.2 06/02880/OT: Outline application to layout access and erect multi-level mixed use development for residential and office uses up to 33 storeys high, with ancillary class A1, A2, A3, A4, A5, D1 and D2 uses and associated car parking and landscaped areas, approved 10<sup>th</sup> September 2007.

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

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

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

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

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

17/05182/RM: Reserved matters application for 8 storey office building fronting the Leeds – Liverpool canal totalling 8 storeys yet to be built out.

4.4 To the north of the viaduct, permission has been granted for the Foundation scheme, a development totalling 644 apartments for the Private Rented Sector (PRS) together with public realm and restoration improvements to the listed viaduct. This was presented to City Plans Panel in May 2017 with the applications approved in September 2017.

## **5.0 HISTORY OF NEGOTIATION AND ENGAGEMENT**

5.1 Meetings have been held between the applicant's representatives and Council Officers during September / October 2017 within the pre-application process and have continued during the planning application submission since (April 2018 onwards).

5.2 A pre-application presentation in respect of the scheme was made to City Plans Panel in November 2017 to which the following was noted:

- Members emphasised the need that a high quality public open space scheme be provided
- The majority of Members were supportive of the use of brick
- Members welcomed the proposed design of the building
- Members were of the view that the scale of the proposed new buildings and their relationship with the surrounding context was acceptable
- Members were of the view that the mix of apartment sizes was acceptable
- Members accepted that the space within the apartments offered sufficient levels of amenity for future occupiers
- Members welcomed the approach to the affordable housing provision subject to viability testing
- Members were of the view that the proposed level of parking provision was acceptable (although this should be noted to have involved a higher level of parking – 132 spaces).

In summing up the Chair said Members were supportive of the proposal and welcomed the submission of a formal application

5.3 Hunslet & Riverside Ward Councillors were consulted on 30<sup>th</sup> April 2018 on the formal application. No comments have been received.

5.4 Following submission of a formal application a Position Statement was presented to City Plans Panel on 13<sup>th</sup> September 2018.

Members comments can be summarised as follows:

- There were a lot of good features within this application
- The majority of Members had concerns about the small size of the studio apartment (which had reduced following the pre-application presentation)
- There was a need to fully consider recent information received from the District Valuer in respect of the viability of the scheme as the applicant considers the scheme could not provide affordable housing to the Council's adopted benchmark rents as a 'Private Rented Sector' development. This would be presented at a future Panel
- Consider further the mix of residential units in respect of the number of 3-bed units
- The wind mitigation measures must work
- Members were supportive of the details around design, landscaping and layout

5.5 Following feedback from Members in respect of the Position Statement heard at the 13<sup>th</sup> September 2018 City Plans Panel, the following changes have been made to the scheme:

- Increase in size to the studios from 31/32m<sup>2</sup> to 38m<sup>2</sup>. This has been achieved by a new construction design on the external faces of the blocks, which in turn has allowed for more internal space to be provided
- Additional design development and wind baffle mitigation to address wind impact

- Some additional highway changes to reflect ongoing discussions with Highways Officers around servicing, car park accessibility and cycle storage provision

5.6 Appraisal work has also been undertaken by the District Valuer to verify the applicant's financial viability position.

## **6.0 RELEVANT PLANNING POLICIES**

### **6.1 Statutory Context**

**6.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004** requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise.

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

6.2.1 Section 66 sets out the general duty as respects listed buildings in exercise of planning functions. In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority.....shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

### **6.3 The Development Plan**

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

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

6.3.2 The most relevant development plan policies are summarised below. These development plan policies are supplemented by supplementary planning guidance and documents. Again the most relevant are listed below.

6.3.3 The policy guidance in Annex 1 to the revised 2018 National Planning Policy Framework (NPPF) is that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF.

### **6.4 Leeds Core Strategy 2014**

6.4.1 The Core Strategy sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district. The most relevant policies are set out below:

Spatial Policy 1 prioritises the redevelopment of previously developed land within Main Urban Area, in a way that respects and enhances the local character and identity of places and neighbourhoods.

Spatial Policy 3 seeks to maintain and enhance the role of the City Centre as an economic driver for the District and City Region, by comprehensively planning the redevelopment and re-use of vacant and under-used sites for mixed use

development and areas of public space; enhancing streets and creating a network of open and green spaces to make the City Centre more attractive and improving connections between the City Centre and adjoining neighbourhoods.

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

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

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

P10 requires new development to be based on a thorough contextual analysis to provide good design appropriate to its scale and function, delivering high quality innovative design and enhancing existing landscapes and spaces.

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

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

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

EN4 outlines that where technically viable and appropriate for the development, and in areas with sufficient existing or potential heat density, developments of 1,000m<sup>2</sup> or more or 10 dwellings or more should look to utilize district heating systems where possible.

EN5 details how the Council will manage and mitigate flood risk including:  
(ii) Requiring flood risk to be considered for all development commensurate with the scale and impact of the proposed development and mitigated  
(iii) Reducing the speed and volume of surface water run-off (new build)

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

### **6.5.1 Relevant Saved Policies include:**

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

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

LD1 - Sets out criteria for landscape schemes.

## **6.6 Leeds Natural Resources and Waste DPD 2013**

6.6.1 The plan sets out where land is needed to enable the City to manage resources, e.g. minerals, energy, waste and water over the next 15 years, and identifies specific actions which will help use natural resources in a more efficient way.

## **6.8 Relevant Supplementary Planning Guidance includes:**

Affordable Housing SPG

Parking SPD

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

Travel Plans SPD

Building for Tomorrow Today: Sustainable Design and Construction SPD

Street Design Guide SPD

City Centre Urban Design Strategy

Leeds Waterfront Strategy SPG

## **6.9 Material Planning Considerations**

## **6.10 National Planning Policy Framework (NPPF) (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

## **6.11 National Planning Practice Guidance (NPPG)**

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

### The private rented sector

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

## **6.12 Other Material Considerations**

### 6.12.1 Draft Site Allocations Plan (SAP)

In May 2017 the Council submitted the Site Allocations Plan (SAP) to the Secretary of State for independent Examination. Hearing sessions have been undertaken since Autumn 2017. The Inspectors replies are now awaited but given the stage of the plan, significant weight is to be applied to it. This site is identified in the SAP as part of a larger site that also includes the land to the south of the viaduct. This site is identified as being able to deliver a mix of residential and office development (MX1-11).

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

### 6.12.3 The Leeds Standard and the DCLG Technical Housing Standards

- 6.12.4 The Leeds Standard sets out the importance of excellent quality housing in supporting the economic growth ambitions of the Council. The Leeds Standard sizes closely reflects the Government's Technical Housing Standards – Nationally Described Space Standard which seek to promote a good standard of internal amenity for all housing types and tenures. Whilst neither of these documents has been adopted as formal planning policy in Leeds given their evidence base in determining the minimum space requirements they are currently used to inform decisions on the acceptability of development proposals. The Council has committed to prepare a Development Plan Document (DPD) which will allow the national standards to be applied to new housing development in Leeds. This is programmed to be incorporated within the Core Strategy selective review. The Submission Draft Plan was submitted to Secretary of State for Ministry of Housing, Communities and Local Government on 9th August 2018, following Full Council resolution at the 11th July 2018 meeting. Examination is expected to take place in early 2019.

## 7.0 CONSULTATION RESPONSES

Canal & River Trust: No objections.

Environment Agency: No objections. Standing Advice applies.

Historic England: No objections.

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

- Agreement of construction practice including uses of cranes, scaffolding, excavations etc (due to close working proximity to railway)
- Drainage design to be agreed with NR as directed away from railway
- Residential amenity should be carefully considered given the proximity of the railway including adequate sound proofing over a 24hr period.
- Security fencing along the boundary. The fence needs to be trespass-proof
- NR to be agreeable to design and species selection of landscaping
- NR agree glare from lighting unlikely to affect railway line but monitoring condition requested for both glare / glint (24mths post construction)

Yorkshire Water: No objections (development should be carried out in accordance with Flood Risk Assessment).

### 7.1.2 Non-Statutory:

Contaminated Land Team: Due to a change in end use (residential, rather than office) additional reports to be provided. Phase II Desk Top Study required.

Environmental Studies (Transport Noise): No objections. Supports the conclusions of the noise impact assessment and recommendations to achieving acceptable noise insulation, although recommendation that a slightly higher standard of insulation will future proof against uncertainty with future increases in rail noise.

Flood Risk Management: No objections (subject to conditions).

Highways Services: No objections subject to conditions to safeguard visibility sight lines to the South West corner of the western most block and the entrance to the car park.

Local Plans: Flood Risk Sequential Test considered to have been met.

Sustainability – Conservation: No objections.

Sustainability – Landscape Officer: Further clarification over tree pit design required. Drainage and tree planting to be separated further in 3 locations. Larger planters required for podium trees. Automated rain water harvesting / irrigation details to be agreed for podium area.

Sustainability - Nature Conservation: No objections.

Travelwise: Travel Plan supported by two Car Club spaces; location to be agreed.

West Yorkshire Police (Architectural Liaison Officer): No objections.

Wind Consultant (Peer Review): The wind reports and supplementary information demonstrate that acceptable safety and comfort conditions can be met on site and in the immediate surroundings in all scenarios with the inclusion of numerous mitigation elements including porous screens at ground and terrace level, porous canopies, and a void at one corner of the western most building. It is recommended provision should be made for additional soft landscaping elements close to the southwest entrance to ensure acceptable comfort conditions are met in all seasons.

## **8.0 PUBLIC / LOCAL RESPONSE:**

- 8.1 Site notices were displayed around the site and the application was advertised in the Yorkshire Evening Post on 11<sup>th</sup> May 2018.
- 8.2 25 letters of representation (mixture of objections / comments) including a petition of 138 signatures have been received (from residents and their Management Company at City Island).
- 8.3 The following points have been outlined although it appears that a number of these submissions / comments were made in duplicate and / or in confusion to the site / application for the Reserved Matters application submitted north of the viaduct for the Foundation scheme (ref. 18/02565/RM):
- View from property affected
  - Privacy compromised
  - Reduction in sunlight
  - Overshadow City Island
  - Support development of site / residential development and associated amenities (retail units / restaurants) welcomed
  - Storey heights out of keeping with area
  - Loss of trees
  - Impact on wildlife
  - Residents not made aware of proposals / consultation process inadequate including for leaseholders who do not reside at City Island
  - CCTV should be provided for City Island residents aimed at those moving through from Monkbridge
  - Wind impact should be modelled / tested to avoid high winds along Canal
  - Additional light and noise pollution
  - Loss of property value
  - Generate high level of traffic / Whitehall Road negatively affected
  - Detrimental impact on listed viaduct and other listed buildings such as the Roundhouse
  - Noise, dust and smoke through construction should be minimised / controlled
  - Greenspace overtaken by recent developments on Whitehall Road

## **9.0 MAIN ISSUES**

1. Principle of Development
2. Design, Massing and Protection of the Special Character and settings of Listed Buildings
3. Housing Mix, Internal Design
4. Affordable Housing Provision
5. Highway Considerations
6. Flood Risk Management
7. Ecology

- 8. Wind
- 9. Landscaping
- 10. Outstanding Representation Points
- 11. S106 legal obligations

## **10.0 APPRAISIAL**

### **10.1 Principle of Development**

- 10.1.1 The site forms part of a wider mixed use allocation in the Draft Site Allocations Plan – ref. MX1-11 (Inner Area). This includes the land to the north of the listed viaduct subject of the recent approved 'Foundation' residential development scheme. The allocation notionally details the site as to contain 463 residential units and 50,380m<sup>2</sup> of office development. This number of residential units is lower than the 2006 Outline consent (726) and the recent Foundation scheme (644). The proposal would increase the density of development to provide 1,070 residential units.
- 10.1.2 The further increase in residential use of the Doncaster Monkbridge allocation / site is considered acceptable; it is sustainably located in the City Centre, offers good public transport, cycling and walking connections including how the site can link into the viaduct connections and the city, shown and detailed within the Foundation scheme.
- 10.1.3 The increase in density of development to this site is also expected to assist with the ongoing vitality of the listed viaduct which will look to accommodate small commercial units contributing to future use and upkeep of this key connection into the City Centre.
- 10.1.4 The residual loss of office space will still leave some 35,633m<sup>2</sup> of office space (71% of the allocation figure). In the context of the wider City Centre, there is a significant provision of office accommodation following a number of permissions over recent years including a significant coverage across the neighbouring MEPC site. The Doncaster Monkbridge site still has capacity to provide a further 8 storey (Phase Purple A) and 10 storey (Phase Yellow) office buildings behind and to the side of the existing occupied 8 storey (Phase Red) office building.
- 10.1.5 Given the site location and sustainability characteristics, the increase in residential capacity of the site is considered suitable under policies CC1 and T2. Given the level of B1a employment space approved already within the City Centre, the reduction by under a 1/3 of this site's provision is considered on balance acceptable as part of its mixed use allocation.

### **10.2 Design, Massing and Protection of the Special Character and settings of Listed Buildings**

- 10.2.1 The proposal would feature two tall buildings in the foreground of the listed viaduct. The development would be seen in the background of some other listed buildings in the area such as The Roundhouse and Half Roundhouse. The applicant has produced a Heritage Statement which concludes that the development would have a 'low adverse' impact upon the listed viaduct of which less than substantial harm will occur (reference to the NPPF).
- 10.2.2 The statement outlines that the original Monbridge Ironworks would have afforded little in the way of historic clear views to this impressive structure. Resultantly the public benefits of the scheme in supporting the future long term protection of this

asset through sustainable re-use is considered to outweigh the level of harm generated from the building blocks set in front of part of the structure. The Heritage Statement is considered a reasonable and realistic assessment.

- 10.2.3 The vertical shaping and massing of the blocks is designed to integrate with the wider masterplan of the site and should not significantly alter views into and through to the listed viaduct over and above the siting and footprints of the 5 and 6 storey blocks of the previous office consents.
- 10.2.4 The vertical designs also assist with provision of the views through to the horizontal shaping of the listed viaduct. The simple rectangular blocks would sit in line with the surrounding blocks built and previously approved on the southern side of the viaduct.
- 10.2.5 The design and massing has been considered in respect of both the existing and future context of the site with seven modelled views taken from strategic points around the development.
- 10.2.6 In terms of the existing context, there are some notable tall buildings within the City scape, including City Island at up to 15 stories tall in parts. Other examples further along the riverside include Candle House and further on, Bridgewater Place at 32 stories.
- 10.2.7 Given the surrounding context which includes the River Aire and Leeds-Liverpool Canal, Whitehall Road and the operational railway lines it is considered by Officers that there is sufficient 'breathing space' for a tall development of 17 to 21 stories high. The Tall Buildings Design Guide (2010) recognises that the wider Doncaster Monkbridge was the focus of a permitted tall building as was the triangular shaped site to the south side of Whitehall Road (both over 30 stories). The former has now been superseded by the recent approval of the Foundation scheme with tall blocks up to 21 stories in height.
- 10.2.8 The design and siting would also be acceptable in the (future) context of the Foundation scheme to the north of the viaduct which increases in mass towards the City Centre. Together with the yet unbuilt office blocks (Phases Yellow and Purple A) the development will be largely obscured in large parts by the emerging surrounding context.
- 10.2.9 The designs are considered to provide simple but effective vertical lines with a strong linear grid pattern which sits at ease and in juxtaposition adjacent to the horizontal and regular arched structure of the listed viaduct. This is also reflected in the design of wind baffles to the 17 storey block. The predominantly brick and glazed built elevations sit effectively in the surrounding area with the backdrop of City Island, the MEPC development and approved Foundation Scheme all using these same materials in different quantities.
- 10.2.10 With reference to some of the representation points submitted (again it should be noted many are made under a joint reference with the Foundation scheme) it is not considered that the proposed buildings would unduly impact upon existing residents of City Island from privacy, overshadowing or over-dominance. At the nearest point the 21 storey block would be set around 110m from the nearest point of the City Island block at mid-way which curves up from 7/8 stories to 14/15 stories and in particular account / review of the urban grain (spacing and position of blocks) that already is established within this development. Mention has also been made of the impact upon existing resident views; the development site has long been identified as such in the Development Plan for multi-level block development. Although visual

amenity and relationship of new development spacing and massing to existing developments is carefully considered, 'existing views' cannot be materially protected through the Planning process.

10.2.11 The proposed building designs are supported by Officers under LDF policies P10 and P11.

### 10.3 Housing Mix, Internal Design

10.3.1 The site, although set within the designated City Centre Boundary, is also set within the Inner Area Housing Market Characteristic Area (as opposed to the City Centre HMCA). In beginning to undertake the background research to this, the applicants have therefore initially appraised the demographics of both areas. The scheme is 100% flats to which policy H4 outlines may be suitable in a certain urban context. The site is a busy area of Leeds City Centre which is subject to transport noise and surrounded by densely built development.

10.3.2 Both these areas have been found to have higher than average percentages of young adults (20-34 years old) than the district average; 38% compared to 25%.

10.3.3 The analysis has suggested that the profile of renters in these locations are often young professionals aged 20-34, likely to be co-habiting couples, multi-person households within house shares, or one person households. This is 83% rather than 44% for the Leeds City wide average. Therefore the housing mix proposed comprises of the following (as detailed in bold) with reference to LDF policy H4:

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

10.3.4 Aside from the 3-bed units, the scheme falls within the ratios recommended. It is more reliant on studio / 1-bed units, but this has been proposed based upon the applicant's initial research undertaken as to the needs of the demographics. Notwithstanding the comments raised within feedback to the Position Statement, the applicants have again looked at the profile of the demographics which suggests that these resident groups will not demand large percentages of 3-bed units in addition to the internal layouts of the blocks and have been unable to increase the number of such apartments in the scheme.

10.3.5 Under LDF policy H4, the submitted Housing Needs Assessment (contained within the Planning Statement) is considered acceptable and justified in the mix proposed.

10.3.6 The size of the apartments has been revised since the Position Statement as follows:

- Studio apartments – 38m<sup>2</sup> each
- One-bed apartments – 38m<sup>2</sup> - 60m<sup>2</sup> each
- Two-bed apartments – 61m<sup>2</sup> - 63m<sup>2</sup> each
- Three-bed apartments – 79m<sup>2</sup> – 85m<sup>2</sup> each

- 10.3.7 The studios now meet the Nationally Described Space Standards and Leeds Standard which for a studio unit sets a standard of at least 37m<sup>2</sup>. This has been made possible through a new external skin construction approach to building the blocks as developed by the architect which releases additional floor space for extra internal space.
- 10.3.8 The 1, 2 and 3-bed units also again meet the minimum nationally prescribed space standards. Whilst no further increase in the proportion of 3 bed flats (5% of the scheme) have been proposed, a positive benefit is that these have also increased in size by approximately 5-7m<sup>2</sup> on average.
- 10.3.9 The units come with the communal benefit of gym provision and foyer lounge areas at ground floor level in addition to external 'private' areas for resident use such as the podium space and top floor roof terrace gardens available to book.
- 10.3.10 Since the Position Statement, the communal space has also been increased slightly to 6376m<sup>2</sup>. It is now considered that the proposed layout, daylight, circulation and juxtaposition of living functions in these flats together with the provision of communal spaces such as a gym, foyer space and residential terrace area (which together total nearly 1,500m<sup>2</sup>) would be satisfactory and together with the emerging designs in both external and interior design would provide good quality acceptable accommodation. This also reflects the guidance of emerging Core Strategy Select Review policy H9.
- 10.3.11 The apartments are considered to provide sufficient outlook and light and sufficient separation distances between the two blocks of apartments (33m).

#### 10.4 Affordable Housing Provision

- 10.4.1 Initially during the outset of the application, the applicant had submitted a Viability Statement to support provision of discounted rental units based on the following two options:

Option 1 – 5% of all units (i.e. 24 units) to be provided at a discount of 27.5% from market rent.

Option 2 – 7% of all units (i.e. 33 units), to be provided at a discount of 20% from market rent.

However the level of discount being offered against the market rent was significantly less than that set by the Council's adopted benchmark for a PRS development.

- 10.4.2 The applicant's Viability Appraisal has been assessed by the District Valuer (DV). The DV has confirmed that the development cannot provide a fully policy compliant position in respect of affordable housing but that it would be able to deliver 16 residential units (3.45% of the total) at the Council's adopted benchmark rents for PRS development plus a commuted sum of £132,063 to be spent on affordable housing provision.
- 10.4.3 The applicant has accepted this assessment and agreed to pepper-potting the units across both blocks and split them pro rata evenly across all unit sizes. The units would be managed by the same company as the general market units and the

applicants are willing to agree a Local Lettings Agreement and accept Local Authority nominations and considerations for tenancies for the affordable units.

10.4.4 The detailed assessment of the District Valuer is reported in confidence at Appendix 2 of this report. This part of the report is classed as Exempt under Schedule 12A Local Government Act 1972 and Access to Information Procedure Rule 10.4 (3) which provides financial information concerning the business affairs of the applicant. It is considered that it is not in the public interest to disclose this information as it would be likely to prejudice the applicant's commercial position.

10.4.5 It is considered that, although the number of affordable units to be provided on site does not comply with Council's normal planning policy requirement, that in this case the applicant has robustly justified the reason for this through assessment of their viability case by the DV.

## 10.5 Highway Considerations

10.5.1 The Highway consultation recognises that the site is well placed for walking and cycling. It is also noted that the applicant is offering a secure internal / lockable cycle space for nearly every single apartment in addition to healthy short-stay amount externally for visitors. Whitehall Road is an advisory cycle route and the canal offers attractive cycling links to and from the site in addition. The site additionally will be able to connect to the stairway within and onto the listed viaduct as to also connect to the City Centre core.

10.5.2 The proximity of the site to bus stops on Whitehall Road also takes advantage of frequent and regular services into and out of the City. These measures together will form a high density sustainable site for residential use taking advantage of its proximity to the services, shopping and facilities available within the City Centre.

10.5.3 The provision of car parking at 102 spaces amounts to 22% of the number of the units. This is considered appropriate given the sustainable location within the City Centre boundary and walking / cycling / public transport connectivity. This also meets the approach of the Parking SPD which in this City Centre 'core' location seeks to limit car use and refers to the Residential Street Design Guide and thus states that it is expected that sites would generally average no more than 0.6 spaces per dwelling. Visitor parking is not normally appropriate in such instances. Sufficient disabled (8) and electric spaces (11) are included within this to the ratios set out in the SPD. Additional spaces (12) can be upgraded to electric use if demand rises.

10.5.4 The existing estate spine roads are unadopted. It is the applicant's intention that the roads can be adopted. However they require some improvements including footpath widening and other measures to be brought up to adoptable standards. Discussions have been taking place with both the Council's Section 38 team in Highways and the Highways (Development Management) consultee to reach agreement on the necessary alterations / improvements. Revised plans have now been received on the geometrical alterations required, amendments to servicing space, internal car park design and bicycle storage systems.

10.5.5 The applicant's revised servicing arrangements are submitted to ensure sufficient and safe provision for longer vehicles as well as delivery vans etc are catered for without adversely affecting traffic circulation and sight lines through the wider Monkbridge estate (including north of the viaduct on the Foundation site). Also large vehicle turning arrangements have now been provided should this development be completed before the Foundation scheme develops. These revised plan changes

have also been made to address outstanding concerns with the car park circulation widths.

10.5.6 A Travel Plan has been required and provision of a financial contribution at £94,592.50 to support the Sustainable Travel Plan Fund including the provision of free residential use of the City Car Club. As part of this space for two publically accessible cars is shown within the revised plans provided to the eastern side of the site.

10.5.7 Traffic Regulation Orders within a 800m radius of the site will be required to some of the estate roads and possibly within the surrounding road network, subject to detailed investigation which is considered can be covered through condition. Any works would be done in conjunction with the same restrictions sought through the Foundation scheme (which is expected to have overall generally different areas of control affected i.e. to the north as well as the Monkbridge estate roads). The applicant has agreed to facilitate this through the Heads of Terms to the Section 106 Agreement.

## 10.6 Flood Risk Management

10.6.1 The site lies partially in Flood Zone 2 therefore a Flood Risk Assessment has been provided together with a Sequential Assessment of sites. This has been undertaken consistent to the parameters (area) used within the Foundation scheme, namely the Inner Area Housing Market Characteristic Area.

10.6.2 The site is designed with non-habitable accommodation at ground floor level. No objections have been made against the emerging drainage designs as per liaison with the Environmental Agency, Yorkshire Water, Canal & Rivers Trust and Flood Risk Management. This includes drainage of surface water to the River Aire.

## 10.7 Ecology

10.7.1 An Ecological Assessment of the site has been undertaken and reviewed / accepted by the Council's Nature Conservation Officer. In respect of bats, this has found that the site offers no roosting potential and its little vegetation means low value for foraging. Further to analysis work undertaken with the adjacent Foundation scheme, some small summer day roosts were found in the listed viaduct. However the report concludes that this development is not expected to impact upon these roosts either directly or indirectly. The report goes on to conclude that there are no other ecological impacts which are considered would pose constraints on the proposed development.

## 10.8 Wind

10.8.1 The initial submitted wind study was peer reviewed for the Council as reported at the Position Statement stage. That review concluded that some further mitigation works maybe necessary towards Whitehall Road (due to the unknown timings of some of the adjacent blocks / site developments). The applicant has considered this matter further in the form of a revised wind assessment and again further to this, additional revisions have also been made to the proposals to include the provision of additional baffle treatment to the 17 storey block including a section of accommodation removed from one corner, wind screens within the public realm area, including adjacent to the listed viaduct and additional temporary screening on the adjacent development site should the proposed PRS development occur prior to the development of that site's 10 storey office block (under application 13/02017/RM).

10.8.2 The revisions have now been peer reviewed and it has been concluded that the scheme does not create any areas of concern in regards to comfort or distress and updated visuals of the extensive mitigation treatment have been produced to demonstrate that the appearance of the proposed buildings and treatment of the landscaped areas would remain acceptable.

10.8.3 The full details of soft planting and screen treatment to the SW corner of the western most building and the entrance to the car park to address the Wind consultant and highway comments can be controlled by planning condition.

#### 10.9 Landscaping

10.9.1 The landscaping scheme to the podium will give residents a private decked area to supplement the existing Pocket Park set between the river and canal which offers publically accessible open space secured under the terms of the original Outline consent and the public space to be provided on the listed viaduct as part of the Foundation development.

10.9.2 Set around the development additional greenery from pit planted trees is shown to the surrounding public realm areas. The Landscape Officer has recommended that sufficient sized and designed cell systems are used to bed these in place which could be maintained from sustainable rainwater harvesting / drainage systems. These comments have been reviewed by the applicant and further detail has been provided through recent revised and additional information. The full landscaping details will be controlled by planning condition.

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

#### 10.10 Outstanding Representation Points

10.10.1 It is clear that a number of the representations have been made in combination with the application for Reserved Matters for the Foundation Scheme; for instance reference is drawn several times to the loss of trees to which this site does not contain trees.

10.10.2 A Constructional Management Plan will be conditioned to ensure disturbance is minimised with residential amenity in mind. This will include routing of vehicles, delivery of materials, wheel washing of vehicles to dampen dust etc.

10.10.3 It is not precisely clear from many of the objections if the comment over a lack of public consultation is specific to this application alone. In any event, the proposals have been advertised by site notice and in the press as per the statutory requirements. In addition on the 6<sup>th</sup> December 2017, the agents and applicant set out to hand out over 2000 A5 flyers inviting nearby residents, occupiers and members of the public to the public consultation event which was held at No1 Leeds on the 13<sup>th</sup> December 2017.

10.10.4 All surrounding buildings, were targeted and wherever possible the proposals were discussed with local residents encountered and they were encouraged them to attend the event. The flyers were distributed throughout the whole day. At City Island and Waterside the agent and applicant were not provided access to each apartment and it was requested by the management staff that invitations and A3 printed posters

with them in order that they could pin the posters up in the resident common areas and distribute the flyers accordingly.

- 10.10.5 Circa 500 flyers and 4 invitation posters were left at the City Island Management suite and over 220 flyers and 4 posters with the management staff at Waterside. In addition, a 10 minute presentation on the proposed scheme was given to the Waterside Management staff, in their management suite, in order that they could relay our plans to residents and encourage people to attend the event.
- 10.10.6 The applicant and agent claim that everyone met throughout the day were verbally very positive about the proposals (although no documentation of this has been recorded in writing).
- 10.10.7 The 'loss' of property value, is not considered to form a material consideration of this planning application, whether subjective or quantified.
- 10.10.8 From a light and noise pollution perspective, the apartment blocks would be located in a City Centre environment which is subject to existing elevated sources of light and noise, from adjacent buildings, the railway line and surrounding main roads. It is not agreed that the proposal will cause an unacceptable impact in this regard.
- 10.10.9 The comment that CCTV should be provided (comments appear to suggest that this should be around the routes from the Pocket Park to City Island and beyond). This is an existing route and the development is considered positive from a safety / security perspective given it will greatly increase the levels of natural surveillance and interaction between sites south and north of the viaduct.
- 10.10.10 In respect of greenspace, the original pocket park to the east of the plot was secured under Outline consent 06/02880/OT and 08/03199/RM and the Foundation development will deliver a public space on top of the viaduct. This is considered appropriate to serve this residential development.

#### 10.11 Section 106 legal agreement

The development is proposing planning obligations, secured through a Section 106 Agreement, in the form of:

- Provision of 16 affordable housing units plus a contribution of £132,063
- Sustainable Travel Plan Fund ('RTPF') contribution of £94,592.50
- Travel Plan together with Monitoring Fee (£4,315)
- City Car Club contribution of £20,000 to support use of two parking spaces adjacent to development on east side (deducted from cost of RTPF)
- Traffic Regulation Order contribution (£7,500) towards access road restrictions / limited number of surrounding streets
- Use of local employment skills in construction

These obligations are necessary to meet Council Planning Policy and to make the proposal acceptable in planning terms

## 11.0 CONCLUSION

- 11.1 Taking in to account all material considerations including the financial viability assessments, it is considered that the application would form a sustainable well

designed development. Less than substantial harm would result to the setting of nearby listed buildings and structures and this would be mitigated by the design and the regeneration benefits of the proposal as referred to at paragraph 10.2 above.

## **BACKGROUND PAPERS:**

Application file: 18/02481/FU

### **Appendix 1 Draft Conditions for 18/02481/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 plans listed in the Plans Schedule

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

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

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

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

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

To ensure that any necessary remediation works are identified to make the site suitable for use in accordance with policies Land 1 of the Natural Resources and Waste Local Plan 2013 and GP5 of the Unitary Development Plan Review 2006.

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

To ensure that the remediation works are fully implemented as agreed and the site has been demonstrated to be suitable for use in accordance with policies Land 1 of the Natural Resources and Waste Local Plan 2013 and GP5 of the Unitary Development Plan Review 2006

6. 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.

7. Prior to the commencement of development, a Statement of Demolition and Construction Practice shall be submitted to and approved in writing by the Local Planning Authority. The Statement of Demolition and Construction Practice shall include full details of:
  - a. the methods to be employed to prevent mud, grit and dirt being carried onto the public highway from the development hereby approved;
  - b. measures to control the emissions of dust and dirt during demolition and construction
  - c. measures to control vibration;
  - d. location of site compound and plant equipment/storage;
  - e. location of contractor and sub-contractor parking;
  - f. how this Statement of Construction Practice will be communicated by the developer to neighbours and details of a developer contact in case of concern
  - g. Construction works and delivery hours shall be restricted to 0800-1800 hours Monday to Friday, 0800-1300 hours on Saturdays, with no works on Sundays and Bank Holidays. The approved details shall be implemented at the commencement of work on site, and shall thereafter be retained and employed until completion of works on site. The Statement of Construction Practice shall be made publicly available for the lifetime of the construction phase of the development in accordance with the approved method of publicity.

In the interests of residential amenity and highways safety.

8. Development shall not commence until a drainage scheme (i.e. drawings and summary calculations) detailing the surface water drainage works consistent with that set out in the submitted Flood Risk assessment ref RCEF59374-002R dated April 2018 has been submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in accordance with the approved plans before the development is brought into use.

To ensure sustainable drainage and flood prevention

9. Prior to the commencement of above ground building works, a sample panel of all external facing materials shall be constructed on-site and approved in writing by the Local Planning Authority. The external materials 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.

10. Prior to the commencement of above ground building works, full 1 to 20 scale working drawing details of the following shall be submitted to and approved in writing by the Local Planning Authority:
- a. soffit, roof line and eaves treatments
  - b. junctions between materials
  - c. each type of window bay proposed
  - d. ground floor frontages
  - e. ventilation grilles
- The works shall be carried out in accordance with the details thereby approved.

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

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

In the interests of visual amenity.

- 12 Landscaping works shall not commence until full details of both hard and soft landscape works, including an implementation programme, have been submitted to and approved in writing by the Local Planning Authority. Hard landscape works shall include
- (a) proposed finished levels and/or contours,
  - (b) boundary details and means of enclosure,
  - (c) car parking layouts,
  - (d) other vehicle and pedestrian access and circulation areas,
  - (e) hard surfacing areas,
  - (f) minor artefacts and structures (e.g. furniture, play equipment, 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, tree pits, cultivation and other operations associated with plant and grass establishment) and
- (j) schedules of plants noting species, planting sizes and proposed numbers/densities.
- k) tree pits

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 and visual amenity.

- 13 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 and visual amenity.

- 14 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 and visual amenity.

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

In the interests of sustainable travel.

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

In the interests of visual and residential amenity.

- 17 Details of a sound insulation scheme designed to protect the future occupants of the proposed accommodation from noise emitted by nearby sources and to protect neighbours from noise emitted from the development shall be submitted to the Local Planning Authority and approved in writing prior to the commencement of the development. The approved works shall be completed prior to first occupation of the development and shall thereafter be retained.

The scheme shall achieve internal residential noise levels of no higher than noise rating NR20 in bedrooms between 23.00 and 07.00 and NR25 in all habitable rooms between 07.00 and 23.00. Building services plant noise from the development shall achieve a BS 4142:2014 rating level of no higher than the background both within the development and at nearby noise-sensitive receptors, including the character corrections for tonality, impulsivity, and intermittency as appropriate. Prior to occupation, a post completion sound test to confirm compliance with specified criterion shall be submitted for approval. In the event that sound levels exceed the specified limits, the applicant shall undertake corrective action and re-test. Once compliance can be demonstrated the results shall be re-submitted for approval.

In the interests of residential amenity.

- 18 Deliveries to and from the premises, including loading and unloading, shall be restricted to 08.00 to 20.00 hours Monday to Saturday and 09.00 to 18.00 hours on Sundays and Bank Holidays.

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

- 19 Prior to the commencement of development full details of the wind mitigation measures proposed within the submitted Leeds Latitude Purple, Wind Assessment, Revision 3 and Leeds Latitude Purple, Wind Assessment, Revision 3 Addendum by AECOM Canada Ltd shall be submitted to and approved in writing by the Local Planning Authority.

The details shall include additional soft landscaping to the SW corner entrance of the western most building and maintain vehicle sight lines at this location and adjacent to the car park entrance for users of the adjacent highway.

The works shall be implemented as approved prior to first occupation of the buildings

In the interest of pedestrian and highway safety

- 20 Prior to first occupation a scheme detailing the method of storage and disposal of litter and waste materials, including recycling facilities, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development hereby permitted is brought into use and no waste or litter shall be stored or disposed of other than in accordance with the approved scheme.

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

## **Appendix 2 - NOT FOR PUBLICATION – Advice of the District Valuer**

**This part of the report is classed as Exempt under Schedule 12A Local Government Act 1972 and Access to Information Procedure Rule 10.4 (3) which provides financial viability information concerning the business affairs of the applicant. It is considered that it is not in the public interest to disclose this information as it would be likely to prejudice the applicant's commercial position.**



**SCALE BAR**  
 2 0 2 4 6 8 10  
 1:250 m

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

**NORTH POINT**

**Key**

— Nominal red line planning application boundary of phase Purple B Site

K	PLANNING ISSUE	02.11.18		
J	Landscaping amended to latest wind mitigation	21.08.18		
I	Highways and Landscape updates	14.08.18		
H	PLANNING ISSUE	04.04.18		
G	PLANNING ISSUE	29.03.18		
F	PLANNING ISSUE	28.03.18		
E	Demise line added	22.02.18		
D	Latest issue	03.01.18		
C	CAD issue to Sir Robert Mc Alpine	19.12.17		
B	Pre app Issue	29.06.17	YA	
A	Minor amends	09.06.17		
Rev	Description	Date	Dr by	App by
PC		05/23/17	MC	

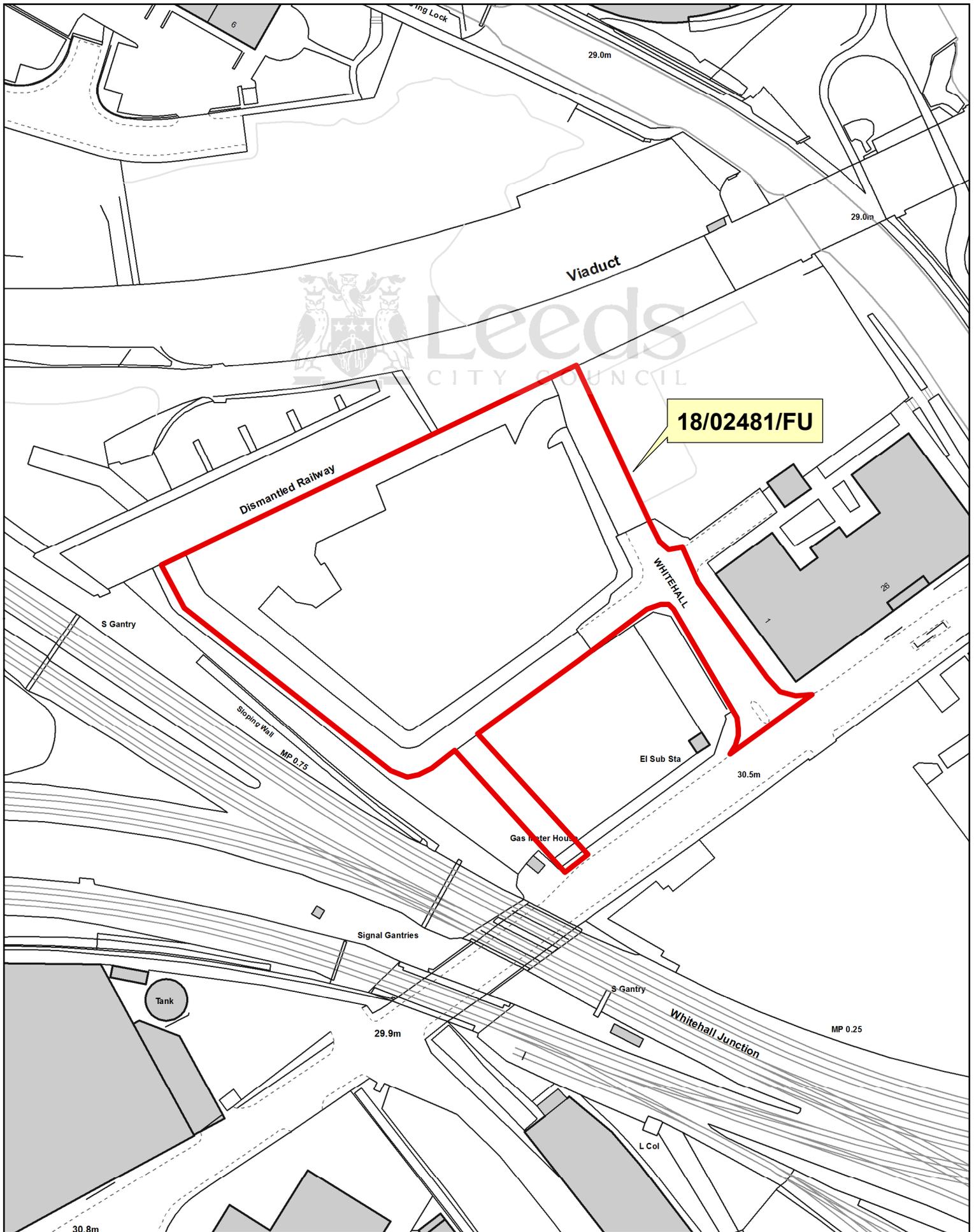


**NICK BROWN : ARCHITECTS**

3 Calls Landing  
 36-38 The Calls  
 Leeds  
 LS2 7EW  
 t: 0113 323 5733  
 www.nickbrownarchitects.com

project	Latitude Purple B		
drawing title:	Site Layout as Proposed		
project number	2016-108		
drawing number	P110	revision	K
scale:	1 : 250	GA1	ISSUE STATUS PLANNING

NOTES:  
 Contractor must verify all dimensions on site before commencing any work or shop drawings.  
 Report any discrepancies before commencing work to the Architect. If this drawing exceeds the quantities taken in any way, the architects are to be informed before the work is initiated.  
 Only figured dimensions to be taken from this drawing. Do not scale off this drawing.  
 Drawing based on Ordnance Survey and/or existing record drawings - design and drawing content subject to Site Survey, Structural Survey, Site Investigations, Planning and Statutory Requirements and Approvals.  
 Work within the Construction (Design & Management) Regulations 2007 is not to start until a Health & Safety Plan has been produced.  
 This drawing is Copyright and must not be reproduced without consent of Nick Brown Architects Ltd



# CITY PLANS PANEL

© Crown copyright and database rights 2018 Ordnance Survey 100019567

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

SCALE : 1/1250

