



Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 31st October 2019

SUBJECT: PRE-APPLICATION PREAPP/18/00582 FOR A MAJOR DEVELOPMENT RELATING TO A BUILD TO RENT RESIDENTIAL DEVELOPMENT OF UP TO 20 STOREYS WITH 204 NO. APARTMENTS, LANDSCAPING, GROUND FLOOR PARKING AND ASSOCIATED WORKS AT LAND OFF MARSH LANE, SAXTON LANE AND FOUNDRY STREET, LEEDS, LS9 8HE

Pre-applicant: Modernistiq Ventures Ltd

Electoral Wards Affected:

Burmantofts and Richmond Hill

Yes Ward Members consulted

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

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

1.0 INTRODUCTION:

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

2.0 SITE AND SURROUNDINGS:

2.1 The Site is located off Marsh Lane (A61) to the west, on land bound by Saxton Lane to the north, Foundry Street to the east, and student accommodation at Mill Street to the south. Access is provided into the east of the site via Foundry Street, with direct access into the north of the Site from Saxton Lane.

2.2 The Site currently comprises one 'L' shaped two storey building with pitched roof used as a car service and MOT centre. A car parking area is located in the north

western corner of the Site with access directly from Saxton Lane. The site is surrounded by a mix of boundary treatments and the general appearance is of a site which is more functional than aesthetically pleasing.

- 2.3 To the south, the student accommodation buildings extend between 8 and 11 storeys in height, and to the south west, beyond Marsh Lane, is 'The Gateway' residential development which is between 9 and 14 storeys. The Leeds Central Ambulance Station immediately to the east is 1 storey and has a 'Blue Route' running along Saxton lane. To the north is the former Alton Cars garage site which is now used by 'Living Hope Church' and an application for a 22 storey residential building (app. ref. 19/01010/FU) was approved in principle by Members at City Plans Panel on 10 October 2019. The site is clearly visible from the main roads of the Crown Point gyratory as well as close to the elevated section of railway viaduct to the north.
- 2.4 The site is located within both the defined City Centre and the boundary of the Aire Valley Leeds Area Action Plan (AVLAAP). It is identified for housing in the AVLAAP having been the site of a previous residential permission referenced below in para 4.1. There are a number of bus stops located close to the site, with Leeds bus station being only 400m walking distance from the site. In addition, Leeds Railway Station is a 15-minute walk away.

3.0 PROPOSAL:

- 3.1 The proposal consists of one building of up to 20 storeys, stepping down to 15 storeys to the west, fronting Marsh Lane and 17 storeys to the south. This allows for the core to remain within the tallest central element, whilst enabling the building to address and respond to the heights of the proposed neighbouring building to the north and the existing student block to the south. The wing fronting Marsh Lane is also angled to reflect the alignment of the road frontage and this sets up an acute angle to the south-western corner which is a notable feature of the scheme.
- 3.2 The lower two floors of the building would be emphasised by an increased height to articulate and define the base of the building. Horizontal banding is proposed at alternate floors to provide visual interest and to help emphasise a base, middle, top hierarchy. The base would also have a canopy which would sit above ground floor level, over the car parking, and also act as a wind mitigation feature. The building is also cut back at ground floor level on the Marsh Lane frontage which is required as there is a drainage easement which runs parallel with Marsh Lane and cannot be built over.
- 3.3 The external materials proposed for the building are a brick outer frame with infill metal cladding and glazing. The taller middle block is proposed to comprise a darker 'red local brick' tone, with a lighter variant for the east and west portions. The main resident access is provided from Saxton Lane.
- 3.4 The scheme contains approximately 204 no. purpose designed Build to Rent (BtR) apartments comprising:
- | | |
|--------------|-------------|
| 110 x 1 beds | (39-47 sqm) |
| 82 x 2 beds | (63-70sqm) |
| 11 x 3 beds | (80-87sqm) |
| 1 x 4 bed | (107sqm) |

Total: 204

The applicant recognizes current policy on affordable housing as set out in the Core Strategy Review 2019 and has stated that their preferred option is to provide a commuted sum in lieu of on-site provision at 7% in accordance with CSSR Policy H5 (iii).

- 3.5 All apartments meet, and in some cases exceed, the sizes set out in CS Policy H9. The ground floor will also provide bike storage areas, maintenance workshop, plant and bin storage. Residents' communal amenity space would be provided in three separate locations, 50 sqm at ground floor level fronting Saxton Lane, 150sqm at first floor level fronting Marsh Lane above the car parking area and 55sqm in a glazed lounge giving access to the roof of the element fronting Marsh Lane at 15th floor level (approx. 150 sqm).
- 3.6 The building is set back from the southern boundary to maintain a reasonable distance (average 14m) from the student residential building to the south. In addition, two trees are located close to the common boundary, on the neighbouring site, which are to be retained.
- 3.7 The existing access into the site from Saxton Lane will be removed and replaced with a lay-by, with vehicular access to the car parking spaces proposed via a new improved access from Foundry Street. This street also enables larger service vehicles to access the site. This is a more suitable and appropriate access for the site as Saxton Lane is part of the 'Blue Route' associated with the neighbouring ambulance station.
- 3.8 A total of 11 car parking spaces are indicated on the plans, located beneath the undercut on the Marsh Lane frontage and screened from view by dense planting. This number of spaces equates to just under 6% provision. 194 long-stay cycle parking spaces are proposed in two secure sheltered areas with 20 visitor cycle parking spaces also to be provided.
- 3.9 The applicant has stated that 'the scheme will satisfy Core Strategy Policy EN1 (climate change) and EN2 (sustainable design and construction) by ensuring that sustainable construction techniques are adopted and that the buildings will be sustainable in terms of design. The proposals will also be considered with regard to the hierarchy set by Policy EN4 with regards to district heating and a Sustainability Appraisal and Energy Statement will be submitted in support of any future planning application.
- 3.10 The applicant has provided a desk top assessment of the wind environment surrounding the proposed development and an indication of the necessary wind mitigation which will be required. This has been carried out by a recognised wind consultant. The potential future scenario including the proposed building to the north has also been considered. This indicates that mitigation can be provided within the site in the form of canopies along the western side of the building and within the car park area, as well as a canopy over the main entrance door, none of which would overhang the public highway. A full wind micro-climate study will be carried out and submitted as part of any future application.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 The site has had a previous planning permissions (app ref. 20/159/04) for a Part 8, Part 9 storey block of 80 flats with parking. This was subsequently renewed by permission ref: 08/01844/FU and 11/01442/EXT. These applications have not been implemented and have now expired.

4.2 An application for a pair of tall buildings to the north of Saxton Lane was approved in principle at City Plans Panel on 10 October 2019 (app. ref. 19/01010/FU). This comprises 2 buildings for a Build to Rent residential development of 6-22 storeys with 349 no. apartments, landscaping, basement parking and associated works.

4.3 Approval was granted at City Plans Panel in November 2017 for a Build To Rent scheme at Flax Place approximately 150m to the south of the site which is the subject of this pre-application (app. ref. 17/06296/FU). This approved 300 residential units, a retail unit, a health care centre, parking and landscaping. Construction has not yet commenced

5.0 HISTORY OF NEGOTIATIONS:

5.1 Pre-application meetings have taken place between the developer team and officers focusing on scale & massing, architectural treatment and materials and highways considerations. As a result the scheme now has a more articulated profile, avoids the drainage easement and has a better ground floor and highways layout.

6.0 CONSULTATION RESPONSES:

6.1 Highway Services:

The site is considered accessible, being close to the city centre, though the busy highway network could cause some severance.

The level of parking proposed is low (11 spaces for 203 units); this would need to be justified as meeting the needs of the development without causing parking issues on the surrounding highway. A survey of parking and restrictions within an 800m radius would be required, along with a S106 contribution to address any parking issues should they arise as a result of the development.

A pre-requisite of such a reduced level of parking would be drop-off/pick up provision for the development, a robust travel plan and a contribution for TROs if required. The provision of a layby on Saxton Lane is acceptable in principle. A car club bay is required and the location of this can be agreed subsequently. A Stage 1 Road Safety Audit will be required.

Disabled car parking, long and short-stay cycle parking and motorcycle parking are required as per the Parking SPD. Electric Vehicle Charging Points (EVCPs) are required for all parking spaces.

Off-site highway works are required consisting of: footway/carriageway widening and revised kerb radii to Foundry Street; provision of a layby on Saxton Lane; a new vehicle access on Foundry Street; reinstatement of redundant vehicle accesses to full height footway; and provision of a car club bay along with associated TRO's. These works will be subject to a S278 agreement.

A contribution should be sought towards the planned footbridge across Marsh Lane to improve pedestrian connectivity, and towards improved pedestrian wayfinding.

Any wind mitigation must not be on or over the highway; trees/soft landscaping must not be used to mitigate wind safety issues in the highway.

It is unlikely that any specific road safety concerns will be raised if the proposals address these comments satisfactorily.

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

Flood Risk Management: The proposed site is located within Flood Zone 1 with no evidence of flooding to the site. It is recommended that the finished floor level is raised above the adjacent road levels. Any Flood Risk Assessment should focus on the management of surface water at the site. Records indicate the presence of a 22mm diameter combined public sewer running through the western portion of the site. This sewer must be shown on any future layout drawings in any full application. Yorkshire Water will need to be consulted in regards to the sewer and will need to agree an easement (3m) between the sewer and the location of any structure/building.

7.0 RELEVANT PLANNING POLICIES:

7.1 Statutory Context

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 at this site, the Development Plan for Leeds currently comprises the following documents:

- The Leeds Core Strategy (CS - Adopted November 2014 and Reviewed September 2019)
- Saved Unitary Development Plan Review Policies (UDPR - Adopted 2006)
- The Natural Resources & Waste Local Plan (NRWLP - Adopted January 2013) including revised policies Minerals 13 and 14 (Adopted September 2015).
- Leeds Site Allocations Plan (SAP - Adopted July 2019)
- Aire Valley Leeds Area Action Plan (AVLAAP) (2017)

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

7.2 Development Plan

7.2.1 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. The most relevant policies in relation to consideration of this application are set out below.

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 4: Aire Valley Leeds as Regeneration Priority Programme Area: Priority will be given to developments that improve housing quality, affordability and choice.

Spatial Policy 5: Aire Valley Leeds Urban Eco-settlement
Aire Valley Leeds (Urban Eco-Settlement) is identified as a strategic location, providing a minimum of 6,500 new homes.

Spatial Policy 6: Housing Requirement and Allocation of Housing Land: Sets out the criteria for identification of new housing site over the plan period

Spatial Policy 7: Distribution of new housing: East Leeds is expected to provide an additional 11,400 new housing units within the plan period.

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

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

Policy H4: 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 P10: New development for buildings and spaces, and alterations to existing, should be based on a thorough contextual analysis to provide good design appropriate to its scale and function. New development will be expected to deliver high quality innovative design that has evolved, where appropriate, through community consultation and which respects and enhances the variety of existing landscapes, streets, spaces and buildings according to the particular local distinctiveness and wider setting of the place, contributing positively towards place making and quality of life and be accessible to all.

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

Policy 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 and a usage of 110 litres of water pppd..

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

Policy EN5 identifies requirements to manage flood risk.

Policy EN8 requires all parking spaces to be EVCP.

The CS Selective Review: was adopted by Full Council in September 2019 and this has resulted in the following policy changes. Subsequent to adoption, all policies subject to the CS Selective Review can now be afforded full weight.

Policy H5 - increases the amount of affordable housing to be provided and includes a new section on Affordable Housing and Build to Rent Schemes. This offers the following options: 20% of the units to be let at 20% below market rent; 7% of the units to be let on a 60/40 split lower decile/lower quartile; financial contribution for provision off site.

Policy H9 – Sets minimum space standards in line with the NDSS.

Policy H10 - requires accessible and adaptable housing to be provided.

7.2.2 **Leeds Unitary Development Plan Review 2006 - Saved Policies**

Policy BD2 (Design and siting of new buildings)

Policy BD4 (Plant equipment and service areas)

Policy BD5 (All new buildings and amenity)

Policy GP5 (All planning considerations)

Policy LD1 (Landscaping schemes)

Policy CC2 (City Centre boundary)

7.2.3 **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. Relevant policies include:

Air 1 management of air quality through new development

Water 7 surface water run-off

Land 1 contaminated land

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

The site is identified for residential use in the AVLAAP with a capacity of 80 units. It is also within the designated East Street Opportunity Area (“ESOA”) (Policy EB4), where the redevelopment of existing buildings for residential purposes is encouraged. The ESOA contains a set of principles to guide development, including:

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

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

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

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

7.3 **Supplementary Planning Guidance**

Tall Building Design Guide and draft version 2019. This site is not specifically identified for tall building but neither is it within a key view or an area of sensitivity

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

7.4 **National Planning Policy Framework (NPPF)**

The NPPF 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 (2019) now seeks to tighten definitions on the presumption in favour of sustainable development, increases the emphasis on high-quality design and place-making.

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

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

Section 9: Promoting Sustainable Transport – developments should give priority first to pedestrian and cycle movements and facilitate access to high quality public transport; address the needs of people with disabilities; create places that are safe,

secure and attractive which minimise the scope for conflicts between pedestrians, cyclists and vehicles; avoid unnecessary street clutter; respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

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

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

Section 12: Achieving Well-designed places

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

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

8.0 KEY ISSUES

8.1 Principle of the Use

The surrounding area is undergoing a significant change in character with a high number of conversions and new build residential schemes replacing former industrial and commercial uses. The proposals accord with the residential use allocation in the AVLAAP, site reference AV19, and the principles of Policy EB4 which encourages redevelopment of existing buildings for housing in the East Street Opportunity Area. Policy CC1 (b) (City Centre Development) of the CS encourages residential development in city centre locations. The site is sustainably located within the defined City Centre and thus accords with the locational priorities for development set out in CS Spatial Policy 1.

8.2 Therefore the residential use proposed would significantly contribute towards the Aire Valley and City Centre HMCA housing targets set out under CS Spatial Policy 5 and Spatial Policy 6 respectively. As such, it is considered that the use of the site for residential use accords with policy requirements and is acceptable here.

8.3 Housing mix and affordable housing

The proposals indicate that the development will have a mix of 1, 2, 3 & 4 bedroom units of which 54% contain one bedroom. CS Policy H4 requires an appropriate mix of unit sizes. The applicant considers their proposed mix responds to the market in this location. It also includes a 4 bedroom apartment which is unusual in the city centre. A Housing Needs Assessment will be required as part of the future application so as to provide justification for any variance from the requirements of Policy H4.

1. Do Members have any comments on the proposed mix of units?

8.4 The applicant has stated that their preference is to provide a commuted sum for provision of affordable units off-site. This is in accordance with CSSR Policy H5 (iii). The option to provide a commuted sum has been supported in the CSSR after consideration of Build to Rent schemes at Executive Board in March 2017 which recognized that it is more likely to be in line with the funding model which underpins this type of delivery. It also provides some certainty to investors when making decisions about which markets to invest in. Commuted sums will then be used to support strategic regeneration priorities and promote the delivery of new affordable housing in the city centre as part of the Council's inclusive growth ambitions, thereby underlining the Council's priority of providing enough homes of a high standard in all sectors.

8.4 Massing/Scale/Layout

This site is in the immediate setting of a number of substantial buildings namely Gateway Court to the south and Quarry House to the north and Members recently considered the site immediately to the north appropriate for a tall building up to 22 storeys in height. It is considered that this site would not impact on any of the key views identified in either the existing Tall Buildings Design Guide or the draft SPD and is not within the zones of sensitivity identified in the latter. It is also located adjacent major road and rail infrastructure and therefore, in this context, a tall building is considered appropriate in terms of its townscape impact.

8.5 The primary focus for the design development of the building has been to create a form which provides a transition between the student residential building to the south and the proposed taller development to the north, but which would be acceptable within this context if the building to the north were not developed. This has resulted in a stepped outline which itself creates an interesting silhouette on the city skyline. The recesses created in the elevation have been introduced to try to emphasise the tallest part of the proposal located in the centre of the scheme, as

well as additional layering and variation. The angled wing to the Marsh Lane frontage creates a more dynamic form that if it were to simply be set at a right-angle. The images to be presented at Panel will show this in elevation and in the context of street views.

- 8.6 The orientation of the blocks is considered to respond positively to the alignment of Marsh Lane and Saxton Lane and the building to the south.

2. Do Members support the emerging scale and form of the proposed building?

8.7 Elevational Treatment

Officers consider that the area is in transition where the scheme would sit alongside a broad mix of buildings from differing architectural periods. As such the design is not required to be reflective of any particular style or character of the area although it clearly sets up an architectural dialogue with the proposal to the north. The overriding factor is that the architecture and the materials used are both of high quality in their own rights and the use of brick is considered to be appropriate here.

- 8.8 The facades are proposed to have a calm modernist architecture incorporating two shades of complementary red brick to provide visual interest and to emphasise the dominant central element, to which the lower wings are subservient. Variety in the building elevations is attained through the modelling of the facades which provides interest. In addition the detailed elevations are proposed to be subdivided both horizontally and vertically to provide depth and layering. Officers consider the emerging design to be appropriate for this site and that it would make a positive contribution to the context of the wider area.

3. Do Members consider the emerging elevational treatment of the proposed building is acceptable?

8.9 Residential amenity considerations

All apartments are designed to meet or be above the minimum space standards set out in new CS Policy H9. There are 3 areas of residents' amenity space within the building resulting in over 250 sqm of communal facilities. The building maintains a respectful relationship with the existing student building to the south, which is set at an angle and an average 14m away. This proximity is considered to be acceptable in this city centre location and will allow windows to gather sufficient natural light and views out to be acceptable for the future occupiers of the proposal and those of the existing building. In view of the proposed distances between the buildings and their spatial relationship, along with the provision of internal and external space, the amenity of the occupiers of these buildings is considered to be acceptable

- 8.10 The site is close to a main traffic route on Marsh Lane and the building will have to take account of this in its design with measures employed to mitigate the impact of road traffic noise and air quality. This detail would be provided as part of the full application submission.

8.11 Layout/Landscaping

The small size of the site means there is little opportunity for open space provision on the site, although the area to the road frontage is landscaped due to the presence of the drainage feature below ground at this point. As this site is less than 0.5 Ha and within the city centre there is no policy requirement for open space provision as part of the proposal. The landscaping scheme envisaged at this stage

is soft in nature and will be used to provide screening to the ground floor car parking areas and cycle storage facility.

8.12 Transport and Access

The site is in a sustainable location with excellent access to the many amenities offered by the City Centre which would be within easy walking distance, including the bus and coach stations. The car parking spaces will be limited to only a low percentage of the total number of flats (5%), which is a restriction resulting from the physical capacity of the site. However, other facilities that will promote sustainable forms of transport such as cycle, motor cycle parking and a car club space, to be located in the vicinity of the site, will be provided. In addition, the scheme provides a new layby to Saxton Lane and the provision of 2m footways around the perimeter of the site with other servicing from larger vehicles able to be undertaken on Foundry Street. There are also wide spread on-street parking restrictions which will help to prevent adverse highway conditions arising as a result of the development

4. Do Members consider the approach to car and cycle parking provision and servicing to be acceptable?

8.13 Climate Change Emergency and Sustainability

As detailed in the outline given of the proposal above, the applicant has indicated that the scheme will comply with all existing, applicable sustainability and environmental policies and would be constructed in a manner which would enable it to be connected to the Leeds Pipes (district heating) scheme on Flax Place. The site is sustainably located and would be subject to a travel plan. Planting can be provided on site to absorb air-borne particulates and capture CO2 emissions.

8.14 Wind

The applicant has provided a desk based study which indicates that the expected wind conditions are likely to be able to be mitigated by measures placed wholly within the site. This is for the existing, as well as the potential future, surrounds. It is not possible at this stage to make any definite statements as a full wind study will have to be carried out and peer reviewed on submission of the full application. However at this stage this is considered to provide sufficient comfort to enable the scheme to proceed.

9.0 CONCLUSION

9.1 The key questions asked in the report above are as follows:

- 1. Do Members have any comments on the proposed mix of units?**
- 2. Do Members support the emerging scale and form of the proposed building?**
- 3. Do Members consider the emerging elevational treatment of the proposed building is acceptable?**
- 4. Do Members consider the approach to car and cycle parking provision and servicing to be acceptable?**

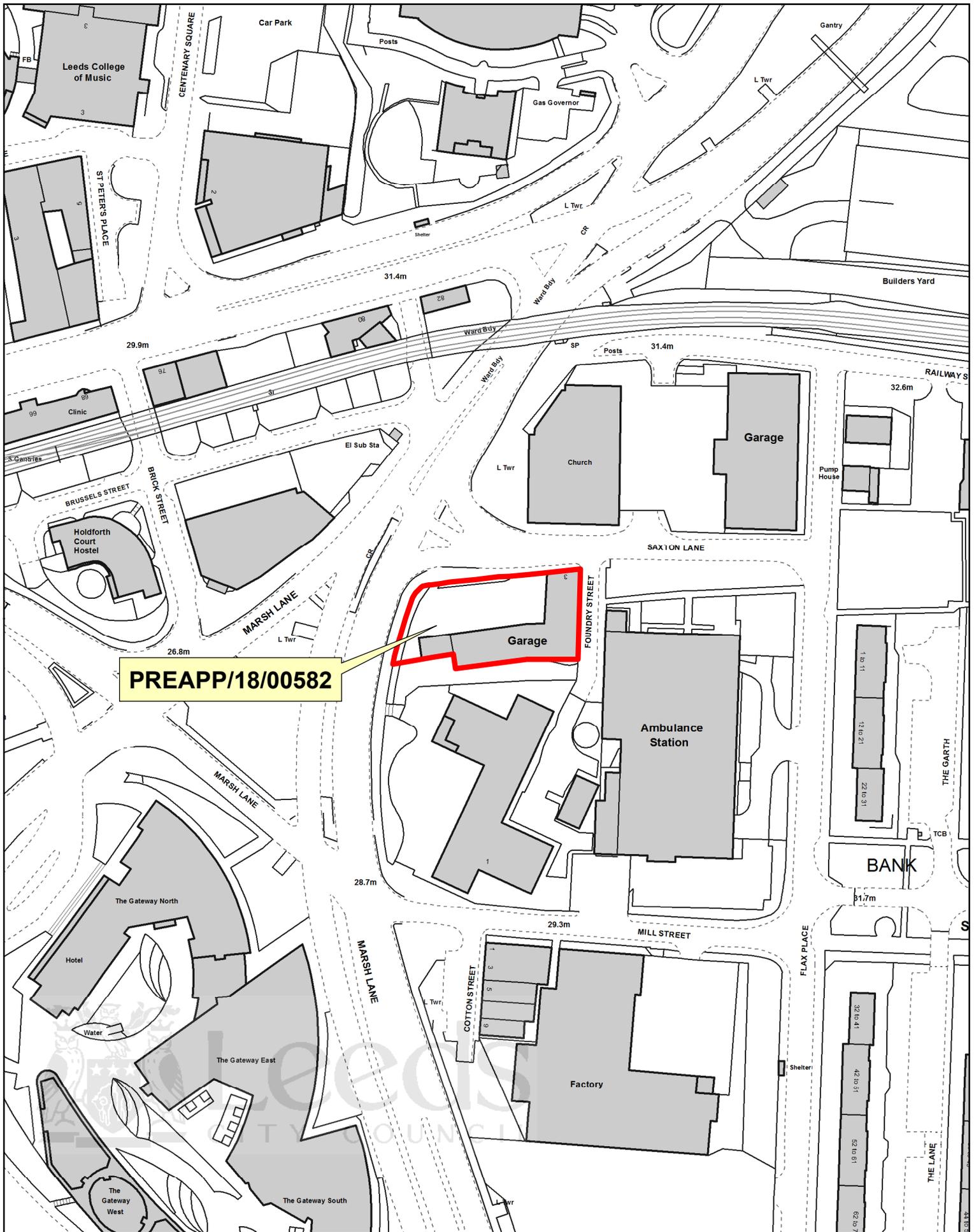
Background Papers:

Proposal site: pre-application ref. PREAPP/18/00582

Previous permission on this site for 80 residential units apps. ref.'s 20/159/04; 08/01844/FU and 11/01442/EXT

Marsh Lane/ Saxton Lane residential application for 349 apartments app. ref. 19/01010/FU

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



PREAPP/18/00582

CITY PLANS PANEL



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FOUNDRY STREET

MARSH LANE

EXTENT OF WIND CANOPY

EXTENT OF WIND CANOPY

Bus Stop
in Bus Stop
Area
at Marsh Lane

| Check | Rev. | Note |
|-------|------|--|
| LP | - | issued for Reference |
| LP | A | issued for Reference |
| LP | B | Plant / Support Areas Updated |
| LP | C | issued for Information |
| LP | D | Dimensions Added |
| LP | E | Plan Revised |
| LP | F | Plan Revised |
| LP | G | Plan Revised |
| LP | H | Levels Added |
| LP | J | For Information |
| LP | K | Vehicle Tracking Added |
| LP | L | Vehicle Access Revised |
| LP | M | Corridor Ramp Revised |
| IW | N | Lay-by location added and footprint of re-located building indicated |
| IW | P | Lay-by length amended and building repositioned |
| IW | Q | Amended following comments from Planning |

CARRIWAIGHT

Client
Modernistiq Ventures Ltd

Project
845 Saxton Lane

Building Name
SAXTON LANE

Drawing Title
Level 00 Plan

Scale
1:100@A1

Drawing Created
27.02.19

Revision
Q

Drawing No.
845-CPA-ZZ-00-DR-A-0200

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