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**Report of the Chief Planning Officer**

***City Plans Panel***

**Date: 21<sup>st</sup> November 2019**

**Subject: 19/01666/FU – Demolition of existing buildings and structures and redevelopment of the site for a mixed-use development comprising up to 263 residential units (Use Class C3) and flexible commercial floorspace (Use Class A1, A2 or B1a); together with associated vehicular access, car and cycle parking spaces, bin stores, plant, landscaping, amenity space and associated infrastructure and engineering works on land at Kirkstall Hill, Kirkstall, Leeds LS5 3BH.**

**Applicant: Artisan Leeds Kirkstall Ltd**

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**Electoral Wards Affected:**

**Kirkstall**

☐ Yes

Ward Members consulted  
(referred to in report)

**Specific Implications For:**

Equality and Diversity ☐

Community Cohesion ☐

Narrowing the Gap ☐

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**POSITION STATEMENT: Members are requested to note the contents of this report on the proposal and to provide views in relation to the questions posed to aid the progression of the application.**

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**1.0 INTRODUCTION:**

- 1.1 This position statement relates to a proposed re-development of a strategic site currently occupied by a large retail unit, formerly a supermarket, along with a number of vacant buildings which are in a state of disrepair. The bulk of the site lies within the Kirkstall Town Centre including the former liberal club to the south and derelict public house to the North West corner, along with a small number of single story retail units to the north.
- 1.2 This statement gives details on viability issues and highways, this is not intended to be a complete report on the application. The proposal would be returned to panel with a full report prior to a decision being made.

## **2.0 SITE AND SURROUNDINGS:**

- 2.1 The site lies within and on the edge of the designated Kirkstall Town Centre close to the A65, a main arterial route to the city centre with Kirkstall Hill to the east of the site. The site measures 43 hectares (6 acres) and is broadly rectangular in shape. The current main access is taken from Beecroft Street to the south. The site is currently occupied by a number of low rise buildings including an industrial style building, housing a retail use (Harvard Mills), formerly a supermarket. A number of the buildings are derelict and considered to be of a poor form with no objection to their demolition.
- 2.2 The site lies in a predominately commercial area, given part of its current Town Centre designation, with two large retail parks in close proximity, including Kirkstall Bridge Retail Park to the west and a large Morrisons supermarket along with a sports and social club (Milford Marlins) to the south and Kirkstall Leisure Centre to the north.
- 2.3 The area to the south of the site falls outside the designated town centre and consists of brick built residential terrace properties with an open area of designated green space, including a park, to the east along with the stone built former Beecroft Primary School building which is now within residential use as apartments and is Grade II Listed.
- 2.4 To Commercial Lane the site accommodates a substantial green buffer, which is planted with largely self-seeded trees that have grown to some maturity, separated from the site by Leeds Postal Sports Association Club. Beyond are a number of smaller, stone built, properties occupied by commercial uses that front the main road and form the historic part of the Town Centre.
- 2.5 The site rises sharply from Commercial Road to Kirkstall Lane with a steep topography. There is a fall of around 10 meters from Kirkstall Lane to Beecroft Street with a fall of around 28 metres north to south across the site.

## **3.0 PROPOSAL**

- 3.1 The development proposes 263 dwellings with a mixture of house types as follows:
- Apartments (Total 183 units)  
    32 x 1 bed units  
    151 x 2 bed units
- Townhouses (Total 80 units)  
    27 x 2 bed units  
    42 x 3 bed units  
    11 x 3/4 bed units
- 3.2 The scheme creates a stepped design in response to the level changes across the site with undercroft parking incorporated beneath the proposed blocks. The proposed residential blocks do not exceed 3 storeys with the height reduced in response to previous design comments. This stepped design creates a horizontal street pattern which allows for new pedestrian links through the site. The scheme

has been amended in terms of providing a greater number of town houses, increased to 80 units from 36, with apartment numbers reduced from 266 to 183.

- 3.3 Dwellings will be constructed of a red brick material, with stone accents present to some elevations to provide character. Roofing materials will be grey slate, and windows will be timber to pick up the heritage of the area. Exact materials and finishes would be subject to control via a condition.
- 3.4 Allocated parking will serve the development and is accommodated through under-croft spaces and on-street, totalling 231 spaces (including 16 disabled spaces). All townhouses and 2 bed apartments will be allocated a parking space. All resident parking spaces will be electric vehicle (EV) enabled with cabling installed and 10% EV charging points will be operational from occupation. Twenty four on-street visitor parking spaces are provided including 2 disabled spaces. The proposal also includes a dedicated car club space, the financing for which would be via a legal agreement.
- 3.5 In terms of cycle parking, 310 spaces are included for residents (internal to all blocks) and 30 visitor cycle spaces are included on-street.
- 3.6 Access into the development is to be taken from Beecroft Street via three separate access roads. A fourth restricted access road is included to allow for emergency vehicles and delivery vehicles to access the houses that front Kirkstall Hill and access will be controlled. There is no internal link road due to the topography of the site.
- 3.7 The commercial unit has been positioned to front the junction with Kirkstall Hill/Lane, providing an active frontage. It would accommodate either a shop (Class A1), professional and financial services (Class A2) and/or office (Class B1a). The floorspace would total 212 sq m, a loss of 3048 sq m from the existing.
- 3.8 Areas of landscaping include the northern boundary with green buffer planting including trees. Shrub planting then feeds out from this buffer along the streets providing green linkages. More substantial planting including trees is located in the under-croft parking areas that split up the blocks of housing, and along the eastern boundary as well. Space is tighter on the southern boundary so only shrub planting is shown here. Smaller street trees are then shown along the street verges. The landscaping plan also proposes hedge planting, amenity grass, wildflower areas and “rain garden” planting.

#### **4.0 HISTORY OF NEGOTIATIONS AND PLANNING HISTORY**

- 4.1 The site has been the subject of various historical pre-applications and full planning applications with an extensive history. A previous application submitted was in October 2012 (Ref:12/04200/FU) which sought to demolish and re-develop the site with the erection of a large (Class A1) food store, further 5 retail units, community centre, sports and social club, dedicated parking and landscaping. A position statement was presented to panel members in December 2012 which outlined the above proposals and sought member comments. Concerns were subsequently raised in relation to highway safety, access and traffic management along with design and the over-development of the site. The application was then withdrawn.

- 4.2 A more recent pre-application was submitted in June 2017 which sought advice on a mixed-use development incorporating residential use (434 units) and office, retail and leisure uses (2,750m<sup>2</sup>) Ref: PREAPP/17/00430. Advice was given to the applicants which supported the principle of the re-development subject to the following,
- Submission of a suitable sequential test to demonstrate main town centre uses cannot be located within the designated centre along with consideration of the impact upon the main town centre
  - An assessment of the impact upon education places
  - The proposals broadly sought to erect blocks between 4 and 6.5 stories high which was not considered to respond to or respect the current townscape context
  - The indicative proposals were considered an over-development of the site in relation to amount, scale and massing.
  - Highways safety impacts and traffic management. There is significant capacity constraints on the highway network, both on the Kirkstall Gyratory (Savins Mill Way / Bridge Rd / A65 Commercial Road) and Kirkstall Lane / Morris Lane junction and on the western side of the river at the Leeds/Bradford Road, Bridge Road, Wyther Lane junction. In order to address highways issues the applicant was reminded that the development would necessitate a contribution to a reconfiguring of the junctions that may be in the form of, or a mix of, land, physical improvements or a financial contribution to a wider scheme. The principle of providing access from Beecroft Street is the preferred option however full details would be required to accompany a planning application.
- 4.3 The developers have entered into an agreement with the Local Authority, whom own a section of the site, which creates a contractual agreement which required a full planning application to be submitted in March 2019 introducing time constraints. These were met and a full application was submitted in March.
- 4.4 Kirkstall ward members were informed of the proposals and offered comments of support based on the indicative plans. However, they highlighted that a full planning application needs to address the impact upon highway safety and limit congestion through working with the LPA.
- 4.5 A pre-application (PREAPP/18/00666) was presented to members of City Plans Panel 24/01/2019. Members were broadly supportive of the scheme along with the principle of a predominately residential development. Councillor Illingworth addressed the panel and outlined additional affordable housing would be preferred with concerns raised regarding a significant traffic increase. In addition concerns were expressed regarding over-spill parking. Preference was expressed that any off-site greenspace contributions could be used for the Kirkstall Valley Nature Reserve and riverside. Members discussed the proposals and made the following points,
- Traffic became gridlocked at both ends of Beecroft Street and would need regulating with traffic signals and pedestrian facilities. Modifications at the Morris Lane junction would also help to ease congestion.
  - The site was well connected to sustainable facilities and transport with bus routes and cycle routes.
  - Space standards would be met.
  - The corner of the site at Kirkstall Hill and Kirkstall Lane had been identified for a retail/commercial unit. This was proposed to be the only four storey element of the proposals

- There was not a great pressure on school places in the area.
- The overgrown area at the corner of the site was under the ownership of the Council. There had been discussions regarding clearing the overgrowth.
- Members requested the inclusion of electric vehicle charging points.
- Inclusion of chimneys on the dwellings.
- The proposals were more practical than previous schemes that had been put forward for this site.
- Design and materials to be used. It would be pleasing to see a variety of materials to reflect those of the area.

## 5.0 RELEVANT PLANNING POLICIES

### National Planning Policy Framework (NPPF)

- 5.1 The NPPF and the National Planning Practice Guidance (NPPG) set out the Government's planning 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.
- 5.2 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. Further, it 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.
- 5.3 The below sections of the Revised NPPF are also considered to be relevant:

#### **Section 9: Promoting Sustainable Transport**

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

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

The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

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<sup>46</sup>; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

#### **Section 14: Meeting the challenge of climate change and flooding**

Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from

rising temperatures<sup>48</sup>. Policies should support appropriate measures to ensure the

future resilience of communities and infrastructure to climate change impacts, such

as providing space for physical protection measures, or making provision for the

possible future relocation of vulnerable development and infrastructure.

New development should be planned for in ways that:

a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and

b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards.

To help increase the use and supply of renewable and low carbon energy and heat, plans should:

a) provide a positive strategy for energy from these sources, that maximises the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts);

b) consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and

c) identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.

In determining planning applications, local planning authorities should expect new development to:

- a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
- b) take account of landform, layout, building

### Development Plan

- 5.4 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of decision making, the Development Plan for Leeds is made up of the Site Allocations Plan (2019); the Core Strategy (as amended 2019); saved policies from the Unitary Development Plan (2006); the Natural Resources and Waste Local Plan (2013) and any made Neighbourhood Plan. The site is allocated in the SAP for mixed use under reference MX2-4,

### Relevant Core Strategy Policies include:

- Spatial Policy 1 - To deliver the spatial development strategy based on the Leeds settlement hierarchy and to concentrate the majority of new development within and adjacent to urban areas, taking advantage of existing services, high levels of accessibility, priorities for urban regeneration and an appropriate balance of brownfield and greenfield land, in accordance with key principles.
- Spatial Policy 6 – Housing Requirement and allocation of Housing Land
- Spatial Policy 7 – Distribution of New Housing
- Policy H1 – Managed Release of Sites. To ensure sufficiency of supply, geographical distribution in accordance with Spatial Policy 7, and achievement of a previously developed land target of 65% for the first 5 years and 55% thereafter.
- Policy H3 – Density of development. A minimum density target of 65 dwellings per hectare is set for edge of centre locations.
- 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 H5 – Affordable Housing. The affordable housing requirement would be 15% of the total number of units, with 40% for households on lower quartile earnings and 60% for households on lower decile earnings.
- Policy H9 – Space Standards: Confirms that all new dwellings must comply with standards relating to size / space, headroom and storage requirements as set out within the policy.



- Policy H10 – Adaptable and Accessible Housing: Confirms that new build residential developments should include the following proportions of accessible dwellings:
  - 30% of dwellings meet the requirements of M4(2) 'accessible and adaptable dwellings' of Part M Volume 1 of the Building Regulations.
  - 2% of dwellings meet the requirement of M4(3) 'wheelchair user dwellings' of Part M volume 1 of the Building Regulations. Wheelchair user dwellings should meet the M4(3) wheelchair adaptable dwelling standard unless Leeds City Council is responsible for nominating a person to live in the dwelling.
- Policy P2 – Acceptable uses in and on the edge of Town Centres. Town centres offer shopping and services intended to meet weekly and day-to-day requirements. Specific uses will be directed towards the centers listed in Policy P1.
- Policy EC3 Safeguarding existing employment land and industrial areas.
- Policy G4 – Open space requirements. Outside the City Centre the normal requirement is 80 sqm per dwelling. The delivery of a proportionate amount of open space per dwelling, both private and shared communal, and the provision of public realm is important. Contribution to specific off-site greenspace enhancements to mitigate a shortfall on-site may be required.
- Policy G9 Biodiversity improvements
- Policies EN1 & EN2 Policy set targets for CO2 reduction and sustainable design & construction, including meeting the energy and carbon emissions reduction targets of the former Code for Sustainable Homes Level 4 and at least 10% low or zero carbon energy production on-site.
- EN8 Electric Vehicle Charging Points
- Policy P10: Good design appropriate to its scale and function. This 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 that development protects and enhances existing historic assets – in particular historically and locally important buildings, landscapes and spaces. 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 and T2 identify transport management and accessibility requirements for new development.

#### Unitary Development Plan Policies

- 5.5 Relevant policies from the UDP include:
- GP5 – all relevant planning considerations
  - BD2 – design and siting of new buildings

- BD4 – all mechanical plant
- BD5 – amenity for occupants and surroundings should be provided
- LD1 – landscaping
- N23 – Space around new buildings
- N25 – Boundary treatments

### Natural Resources & Waste Plan

- 5.6 The Natural Resources and Waste Development Plan Document (Local Plan) is part of the Local Development Framework. The plan sets out where land is needed to enable the City to manage resources, like minerals, energy, waste and water over the next 15 years, and identifies specific actions which will help use natural resources in a more efficient way. Policies regarding flood risk, drainage, air quality, trees, and land contamination are relevant to this proposal. The site is within the Minerals Safeguarding Area for Coal (Minerals 3) and Sand and Gravel (Minerals 2).
- 5.7 Relevant Supplementary Planning Guidance includes:
- SPD Street Design Guide (2009)
  - SPD Travel Plans (2015)
  - SPD Building for Tomorrow Today: Sustainable Design and Construction (2011)
  - SPG Neighbourhoods for Living (2003, Updated 2015)
  - SPD Parking (2016)
  - SPD Accessible Leeds
  - SPG Affordable Housing

## **6.0 ISSUES**

- 6.1 Members are asked to consider the following matters which cover viability, affordable housing, greenspace and highways in particular:

### Viability

- 6.2 A viability appraisal has been submitted with the application. The District Valuer has undertaken a third party review and concluded that a fully policy compliant scheme is not viable. The District Valuer outlines a part policy complaint scheme could be provided in line with the figures set out below, allowing the developer a profit margin of 19.59%.
- Affordable housing - 8.36% affordable housing (Total 22 Units)
  - Residential Travel Fund - £131,632.
  - Car Club Parking Space and Cost of Space - £7,000.
  - Travel Plan Review - £3,978.
  - Off-site Highway works (Footpath Enhancement Works) - along Kirkstall Hill, Beecroft Street and Kirkstall Lane -£77,905.
  - Controlled Parking Zone - £50,000
  - Local Employment Initiatives – employment of local people during the construction phase
  - Community Infrastructure Levy - £1,029,521

**Financial contributions total £1,300,036.**

### Affordable Housing

- 6.3 The affordable housing requirement for the development site would be 15% if a policy compliant scheme was proposed. This would equate to a total of 40 units.
- 6.4 In this instance the applicant proposes providing 8.36% affordable housing which would be provided in line with adopted policy and guidance, in line with that outlined by the district valuer's findings. This equates to 22 dwellings comprising 1 and 2 bed units provided on site.
- 6.5 Do members consider the amount of the proposed affordable housing provision acceptable given the findings of the independent viability report?**

### Greenspace

- 6.6 The proposals create a high density scheme and thus are required to provide 20% provision of Green Space as outlined below,
- |   |                 |
|---|-----------------|
| How much On Site Green Space is Being Provided?     | <b>1812sqm</b>  |
| Net Green Space Requirement is                      | <b>7250 sqm</b> |
| On Site Contribution in Lieu (ONCL)                 | £351,177.97     |
| On Site Contribution in Lieu (with LCC maintenance) | £378,668.11     |
- 6.7 Areas of landscaping are to be provided on-site through the provision of grassland, a pocket park and an orchard with other incidental areas of landscaping. The Viability Report concludes that it is not viable to make a payment in lieu of on-site green space and thus no specific areas of greenspace or a contribution in lieu are proposed by the applicants.
- 6.8 Do Members agree with the proposal to not provide on-site or in-lieu greenspace due to the viability of the proposal?**
- 6.9 Do Members consider the proposed landscaping is sufficient to provide informal space, visual amenity, climate mitigation?**

### Highways

- 6.10 The Site is identified in the Site Allocation Plan as MX2-4, the assumed capacity is 55units and 7000sqm office. Site requirements relating to Highways and Transport are:
- Highway Access to Site: To achieve a suitable access, mitigation works will be required on the A65 Commercial Road at Beecroft Street, Savins Mill Way and Kirkstall Lane.
  - Local Highway Network: This site will have a direct impact upon the congested A65/Kirkstall La and Savins Mill Way junctions. The development will be required to contribute to measures to mitigate the impact of this.
- 6.11 The application has progressed with various amendments to highways elements and parking. The current parking provision is as follows:

Total car parking provision 256 spaces		
-	Undercroft allocated parking spaces no (14 no. disabled, 26 no. EV)	210
-	On street allocated parking no	21 (2 no. disabled)
-	Units with allocated parking TOTAL (1:1 for all houses and 2 bed apartments)	231
-	On street visitor parking TOTAL (2 no. disabled, 2 no. EV, 1 no. car club)	25

Total cycle parking provision comprises:

- Resident Cycle Parking: 310 (internal to all blocks)
- Visitor Cycle parking: 30

- 6.12 The proposals have been amended to make all parking spaces Electrical Vehicle enabled (with cabling installed but not the actual charging point) whilst 10% will have full Electrical Vehicle charging points installed and operational. Notwithstanding the spaces provided with charging points since the adoption of policy EN8 the council looks to ensure all spaces are Electrical Vehicle compatible. The proposal would therefore comply with policy EN8.
- 6.13 The applicant is also to contribute £77,905 for improvement works to provide wider footpaths to the site perimeter to Kirkstall Hill and Beecroft Street with an area of land gifted by the applicants at the junction of Kirkstall Hill and Kirkstall Lane, made available for potential junction improvement works by the authority in the future and which will become adopted highway.
- 6.14 In addition the scheme creates a controlled parking zone covering an 800m wide area surrounding the site which will be funded by obligations through a legal agreement. The proposal, subject to these factors, would be compliant with policy T2.
- 6.15 **Do members consider the parking provision acceptable along with the proposed mitigation works?**

### Design

- 6.16 The proposals create a similar scheme to that initially presented to members in January 2019 with no changes to the layout. The applicants have responded to comments made regarding the proposed materials and the development has changed from a predominately grey brick type to a red brick which is considered more appropriate within the locality, reflecting the character and appearance of the brick built dwellings to Kirkstall Lane. Materials would be controlled through condition on any approval granted.
- 6.11 **Do Members have any further concerns regarding materials or design?**

### Climate Change and Sustainability

- 6.12 The applicants have submitted an Energy and Sustainability Statement as part of the application package. This advises that a fabric first passive design approach to the buildings is proposed to minimise energy demand and carbon emissions. A suitable gas supply has been identified in the area which could provide for a combined heat and power district heating network to serve the apartments. The roof areas could also

provide for photovoltaic panels where they are south facing. The proposal also incorporates electric vehicle charging points. The details of this still require further work by the applicants.

**6.13 Are Members satisfied with the outlined proposals for reducing carbon emissions on the site, are there other technologies they would like to see adopted?**

## **7.0 Conclusion**

**7.1** This scheme is considered a significant regeneration opportunity that could contribute positively to the regeneration of the site and provide a quality development. Members' views are sought at this early stage on the evolving scheme, in particular on the following matters:

**7.2 Do members consider the amount of the proposed affordable housing provision acceptable given the findings of the independent viability report?**

**7.3 Do Members agree with the proposal to not provide on-site or in-lieu greenspace due to the viability of the proposal?**

**7.4 Do Members consider the proposed landscaping is sufficient to provide informal space, visual amenity, climate mitigation?**

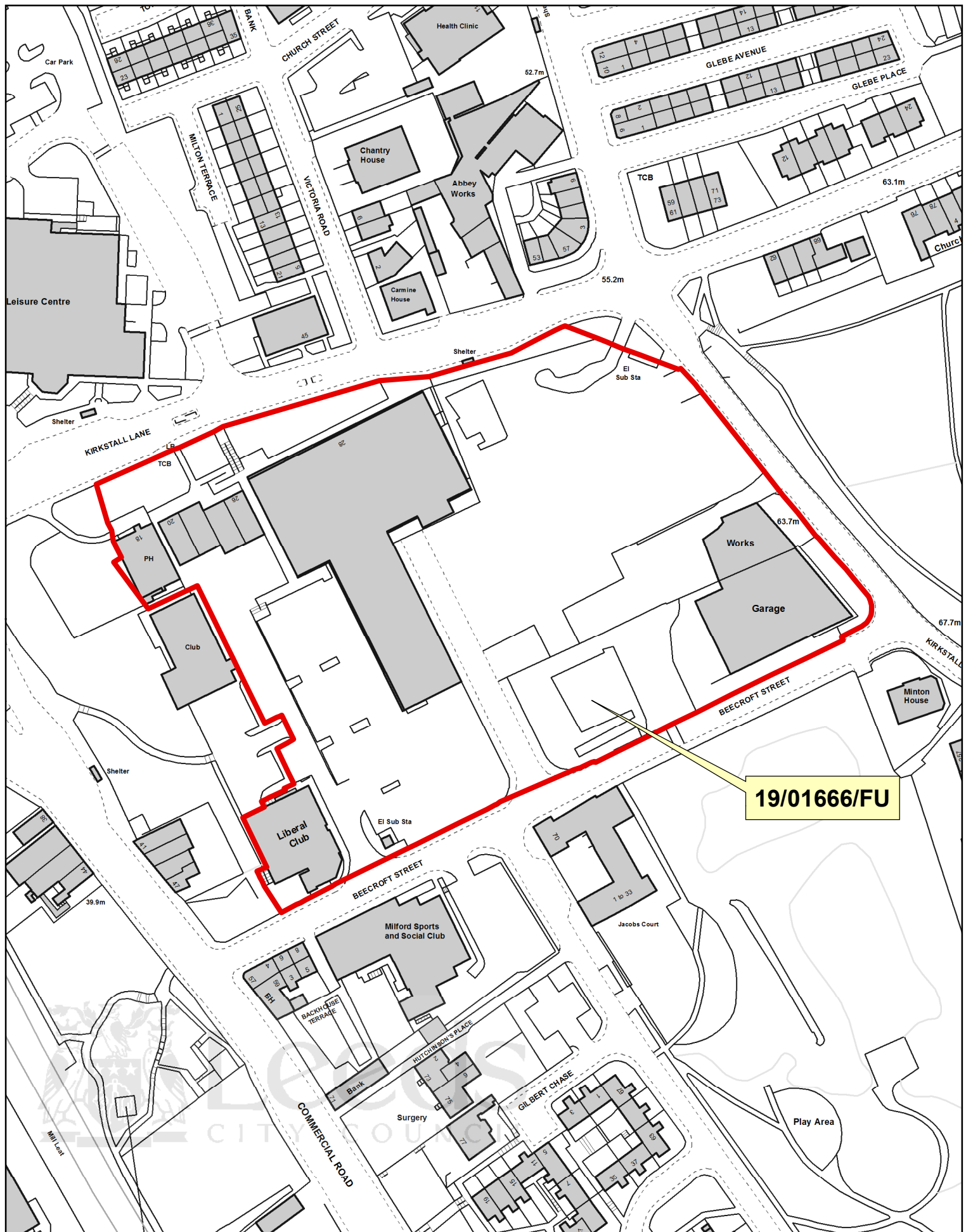
**7.5 Do members consider the parking provision acceptable along with the proposed mitigation works?**

**7.6 Do Members have any further concerns regarding materials or design?**

**7.7 Are Members satisfied with the outlined proposals for reducing carbon emissions on the site, are there other technologies they would like to see adopted?**

**7.8 Do Members have any other comments at this stage which would help to guide and inform the development?**

**7.9** Members should note that as this application progresses it will be returned to Plans Panel for full consideration of all issues prior to a decision being made.



# CITY PLANS PANEL

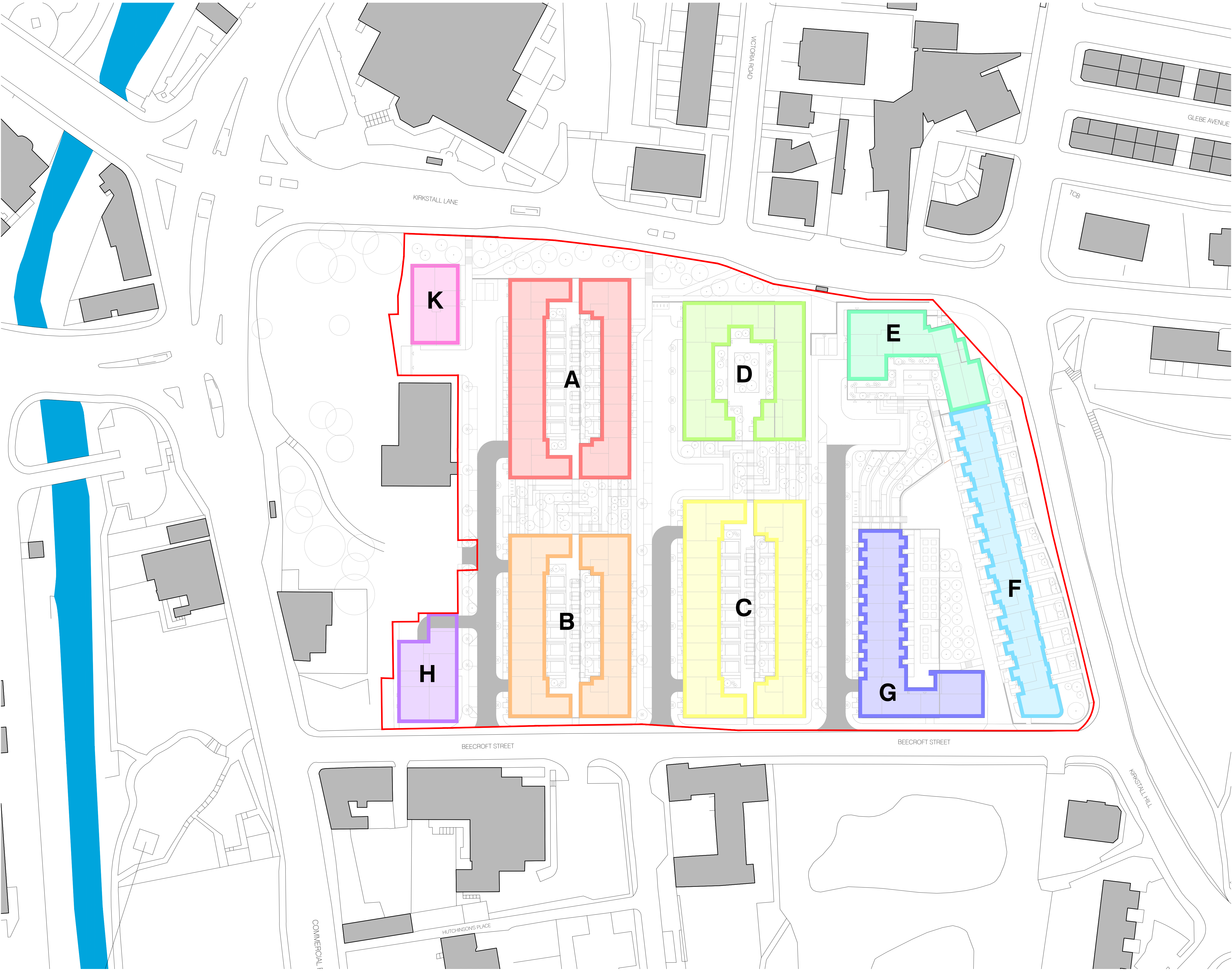
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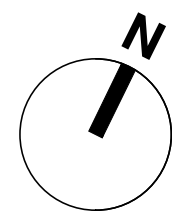
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**RESIDUAL RISK**  
Wherever possible unnecessary risk is designed out of these proposals. Where residual risk remains this is assessed and identified on the relevant drawings with this symbol. Refer to the note and the relevant measures in the Health + Safety documentation



**SITE BOUNDARY**

- BLOCK A**
- BLOCK B**
- BLOCK C**
- BLOCK D**
- BLOCK E**
- BLOCK F**
- BLOCK G**
- BLOCK H**
- BLOCK K**

A BLOCK PLAN AMENDED TO SUIT REVISED LAYOUTS   04.11.2019			
by KJO			
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Revision

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**KIRKSTALL PLCE**  
KIRKSTALL  
LEEDS  
ARTISAN

**BLOCK PLAN**

A1 Scale	A3 Scale	Date	Drawn By	
1:500	1:1000	08.03.2019	CH	
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