



Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 3rd November 2022

Subject: PREAPP/20/00412 for a residential development with car parking and landscaping at land at The Gateway, East Street, Leeds, LS9 8DZ.

Developer- TBET Ltd

Electoral Wards Affected:

Hunslet & Riverside

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 development. The scheme is brought to City Plans Panel to allow Panel Members to make comments to inform progression of proposals. The development involves a significant investment in an important site which is located at an area to the east side of the City Centre.

2.0 SITE AND SURROUNDINGS:

2.1 The site lies to the east of the City Centre. It is a vacant area of land at the southern corner of The Gateway site, which is an island site bounded by the road gyratory system connecting Leeds Inner Ring Road to Crown Point Road. It is fronted by Crown Point Road, East Street and Marsh Lane.

3.0 PROPOSAL:

3.1 The proposal is for a mixed-use development comprising a single building in stepped blocks ranging from 10 to 13 storeys. The proposal includes;

- Undercroft parking with 37 car parking spaces (including 2 disabled bays) and 114 cycle spaces;
- Three commercial units at ground floor (totalling 545m²), plus residential facilities including residents lounge, reception area, gym and bin store etc; and,
- 142 apartments across the upper floors.
- External landscaped communal space along the road frontages.

3.2 The building would be constructed of a dark and a light-toned multi-grade brick with generous windows.

3.3 Of the 142 apartments the scheme proposes the following mix;

1 bedroomed apartments – 73 (51%)
2 bedroomed apartments – 55 (39%)
3 bedroomed apartments – 14 (10%)

4.0 RELEVANT PLANNING HISTORY:

4.1 08/06681/FU Part 10 storey part 18 storey block of 96 student cluster flats with 508 bedrooms, with ground floor wardens flat, 2 retail units, common room, launderette and 2 refuse stores, basement parking and landscaping. Approved 25.11.2009

06/02938/FU Amendment to previous permission 20/22/04/FU to form 22 additional flats and 2 floors of office space, to mixed use development. Approved 31.07.2006

20/387/99/OT Outline application to erect hotel Approved 27.07.2001

20/22/04/FU Multi level development of mixed use comprising offices 640 flats 215 bed hotel creche a1 retail a3 food & drink parking Approved 27.07.2004

20/386/99/OT Outline application to erect offices Approved 27.07.2001

5.0 HISTORY OF NEGOTIATIONS:

5.1 The proposals have been the subject of pre-application discussions between the Developer, their Architects, and Local Authority Officers since October 2020. These discussions have focused on the proposed uses, the design, the height, footprints and massing of the blocks, key views, sustainability, and opportunities for landscaping.

6.0 RELEVANT PLANNING POLICIES:

6.1 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 For the purposes of this site the Development Plan for Leeds currently comprises the following documents:

1. Core Strategy 2014 (as amended by the Core Strategy Selective Review 2019)
2. Saved Leeds Unitary Development Plan Policies (Reviewed 2006), included as Appendix 1 of the Core Strategy
3. The Natural Resources & Waste Local Plan (NRWLP, Adopted January 2013) including revised policies Minerals 13 and 14 (Adopted September 2015).
4. Aire Valley Leeds Area Action Plan (adopted 2017)

6.3 Core Strategy

- 6.4 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. Relevant Core Strategy policies will include those outlined below.
- 6.5 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 greenfield land.
 - (ii) Redevelopment of previously developed land is to be prioritized in a way that respects and enhances the local character and identity of places and neighbourhoods
- 6.6 Spatial Policy 3: Role of Leeds City Centre states that the importance of the City Centre as an economic driver for the District and City Region will be maintained and enhanced by:
- (iv) Comprehensively planning the redevelopment and re-use of vacant and under-used sites and buildings for mixed use development and new areas of public space
- 6.7 Spatial Policy 11: Transport Infrastructure Investment Priorities states that the delivery of an integrated transport strategy for Leeds will be supported, which takes account of:
- (iv) Expansion of the Leeds Core Cycle Network to improve local connectivity;
 - (v) Improved facilities for pedestrians to promote safety and accessibility, particularly connectivity between the 'Rim' and the City Centre;
 - (vi) Measures to deliver safer roads;
 - (vii) The provision of infrastructure to serve new development
 - (xi) Provision for people with impaired mobility to improve accessibility.
- 6.8 Policy CC1: City Centre Development outlines the planned growth within the City Centre. Part B states that residential development is to be encouraged providing that it does not prejudice town centre functions and provides a reasonable level of amenity for occupiers;
- (iii) 10,200 dwellings.
 - b) Encouraging residential development including new buildings and changes of use of existing providing that it does not prejudice the town centre functions of the City Centre and that it provides a reasonable level of amenity for occupiers.
- 6.9 Policy EN1: Climate Change – Carbon Dioxide Reduction states that all developments of over 1,000 square metres of floorspace, (including conversion where feasible) whether new-build or conversion, will be required to:
- (i) Reduce total predicted carbon dioxide emissions to achieve 20% less than the Building Regulations Target Emission Rate and,
 - (ii) Provide a minimum of 10% of the predicted energy needs of the development from low carbon energy.
- 6.10 Policy EN2: Sustainable Design and Construction states that to require developments of 1,000 or more square metres or 10 or more dwellings (including conversion) where feasible) to meet at least the standard set by BREEAM or Code for Sustainable Homes as shown in the table below. A post construction review certificate will be required prior to occupation.
- 6.11 Policy EN4: Where technically viable, appropriate for the development, and in areas with sufficient existing or potential heat density, developments of 1,000 sqm or more

or 10 dwellings or more (including conversions where feasible) should propose heating systems

6.12 Policy EN5: Managing Flood Risk states that the Council will manage and mitigate flood risk by: Avoiding development in flood risk areas, where possible, by applying the sequential approach and where this is not possible by mitigating measures, in line with the NPPF, both in the allocation of sites for development and in the determination of planning applications.

6.13 Policy G5: Open Space Provision in the City Centre states:
Within the City Centre, open space provision will be sought for sites over 0.5 hectares as follows:

(ii) Residential development to provide a minimum of 0.41 hectares of open space per 1,000 population,

6.14 Policy H4: Housing Mix states:

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.

| Type* | Max % | Min % | Target % |
|--------------|--------------|--------------|-----------------|
| Houses | 90 | 50 | 75 |
| Flats | 50 | 10 | 25 |
| Size* | Max % | Min % | Target % |
| 1 bed | 50 | 0 | 10 |
| 2 bed | 80 | 30 | 50 |
| 3 bed | 70 | 20 | 30 |
| 4 bed+ | 50 | 0 | 10 |

*Type is applicable outside of City Centre and town centres; Size is applicable in all parts of Leeds

6.15 Policy H5 Affordable housing:

On major housing developments, affordable housing provision should be provided onsite at the target levels specified in the following zones:

Zone Minimum Target 1 35%, 2 15%, 3 7%, 4 7%

The mix of affordable housing should be designed to meet the identified needs of households as follows:

- 40% affordable housing for Intermediate or equivalent affordable tenures
- 60% affordable housing for Social Rented or equivalent affordable tenures

6.16 Policy H9 – Minimum Space Standards states:

All new dwellings must comply with the minimum space standards.

6.17 Policy H10 Accessible Housing Standards states:

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% dwellings meet the requirement of M4 (3) 'wheelchair user dwellings', of Part M Volume 1 of the Building Regulations.

6.18 Policy P10: Design states that:

New development for buildings and spaces, and alterations to existing, should be based on a thorough contextual analysis to provide good design appropriate to its scale and function.

New development will be expected to deliver high quality innovative design that has evolved, where appropriate, through community consultation and which respects and enhances the variety of existing landscapes, streets, spaces and buildings according to the particular local distinctiveness and wider setting of the place, contributing positively towards place making and quality of life and be accessible to all.

- 6.13 Policy P11: Conservation states that development proposals will be expected to demonstrate a full understanding of historic assets affected. Heritage statements assessing the significance of assets, the impact of proposals and mitigation measures will be required to be submitted by developers to accompany development proposals.
- 6.14 Policy P12: Landscape states that;
The character, quality and biodiversity of Leeds' townscapes and landscapes, including their historical and cultural significance, will be conserved and enhanced to protect their distinctiveness through stewardship and the planning process
- 6.15 Policy T1: Transport Management Policy
States that support will be given to the following management priorities:
(i) Develop and provide tailored, interactive, readily available information and support that encourages and incentivises more sustainable travel choices on a regular basis.
(ii) Sustainable travel proposals including travel planning measures for employers.
c) To support wider transport strategy objectives for sustainable travel and to minimise congestion during peak periods.
- 6.16 Policy T2: Accessibility Requirements and New Development states that new development should be located in accessible locations that are adequately served by existing or programmed highways, by public transport and with safe and secure access for pedestrians, cyclists and people with impaired mobility.
- 6.17 Leeds Unitary Development Plan Review Retained Policies
Policy GP5 (All planning considerations)
Policy BD4 (Mechanical plant and servicing for new developments)
Policy BD5 (Residential amenity)
- 6.18 **Aire Valley Leeds Area Action Plan**
- 6.19 The site lies within the boundary covered by the Aire Valley Leeds Area Action Plan (AVLAAP) which was adopted by the Council on 8 November 2017 and forms part of the development plan for Leeds to be accorded full weight in planning decisions. The site is identified for housing under AVLAAP policy AVL6 (site AV26) and lies within the defined boundary of the city centre. Map 8 of the AVLAAP shows local pedestrian/cycle routes (Policy AV12) along the main road frontages of the site.
- 6.20 Leeds Natural Resources and Waste DPD 2013 including revised policies Minerals 13 and 14 (Adopted September 2015).
- 6.21 The Natural Resources and Waste Local Plan was adopted by Leeds City Council on 16th January 2013. 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 trees, 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 1: Water efficiency

Water 7: Surface water run-off and SUDS

Land 1: Contaminated land

6.22 National Planning Policy Framework (NPPF)

6.23 The National Planning Policy Framework (NPPF) revised and adopted in July 2021 and sets out the Government's planning policies for England and how these should be applied.

6.24 Paragraph 11 of the NPPF states that plans and decisions should apply a presumption in favour of sustainable development.

6.25 Paragraph 110 of the NPPF states that 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;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) 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.

6.26 Paragraph 126 of the NPPF states that the creation of high quality, beautiful and sustainable 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

6.27 Paragraph 130 states that decisions should ensure that developments:

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.

- 6.28 Paragraph 195 of the NPPF states that Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
- 6.29 Supplementary Planning Documents
- 6.31 Tall Buildings Design Guide Supplementary Planning Document (Spring 2010)
- 6.32 Parking Policies and Guidelines Supplementary Planning Document (January 2016)
- 6.33 Street Design Guide Supplementary Planning Document (August 2009)
- 6.34 Travel Plans Supplementary Planning Document (February 2015)
- 6.35 Accessible Leeds Supplementary Planning Document adopted November 2016

7.0 KEY ISSUES

- 7.1 Members are asked to comment on the proposals and to consider the following matters.
- 7.2 Principle of the proposed use
- 7.3 The proposal is for 142 apartments with 545m² commercial space at ground floor level and undercroft car parking.
- 7.4 The site lies within the boundary covered by the Aire Valley Leeds Area Action Plan (AVLAAP) which was adopted by the Council on 8th November 2017 and forms part of the development plan for Leeds to be accorded full weight in planning decisions.
- 7.5 The site is identified for housing under AVLAAP policy AVL6 (site AV26) and lies within the defined boundary of the city centre. The proposed use for housing is therefore acceptable in principle.
- 7.6 The applicant proposes ground floor commercial units to be used flexibly within the Class E use class. Class E includes a number of uses falling within the definition of main town centre uses, including some retail (former A class uses) and leisure uses (former D2 class uses), as well as some non-town centre uses. As the site lies within the defined boundary of the city centre, some of these town centre uses falling under Class E would be acceptable in principle in accordance with the sequential approach set out in Core Strategy Policy CC1.
- 7.7 However, the approach taken to convenience and comparison 'shop' uses falling within the former A1 use class in the Core Strategy is distinctively different to the other main town centre uses because the 'centre' for former A1 shop uses is defined by the Prime Shopping Quarter of the city centre rather than City Centre boundary. In relation to

former A1 shop uses, the application site lies more than 300 metres away from the boundary of the Prime Shopping Quarter of the city centre and is therefore defined as 'out of centre'. This triggers the need to undertake a sequential assessment according to Core Strategy Policy CC1 (d) and Policy P8 for comparison retail uses and Core Strategy Policy CC1 (f) for convenience retail uses for the maximum scale of floorspace proposed (545 m²). The sequential assessment would need to demonstrate that there were no sites/premises available to accommodate the proposed development in a sequentially preferable location within or on the edge of the Prime Shopping Quarter and other relevant centres and catchment areas (defined under Policy CC1 (f) for convenience retail and P8 for comparison retail). Should the sequential assessment fail or not be provided there may be justification for imposing a condition restricting use of the commercial floorspace to the non-shop uses within Class E. Notwithstanding this, up to 200 sqm of convenience retail floorspace is permitted without triggering the requirement for a sequential assessment in accordance with Core Strategy Policy CC1 (f) (i).

- 7.8 Whilst it is recognised that the aim of creating the new Class E is to offer greater flexibility, the policy position remains the same with a different approach applying to the sequential assessment of comparison and convenience retailing than other main town centres uses. Equally, there have been no changes to national planning policy in respect to the main town centre use sequential approach in either the National Planning Policy Framework or Planning Policy Guidance at the time of writing this response. As such it follows that a sequential assessment would be required in relation to convenience and comparison retail uses and the failure or absence of an assessment would justify the imposition of a restrictive condition of the type described above. The applicant may wish to address this matter in the submissions accompanying a future planning application. An impact assessment is not required for development smaller than 1,500 sqm.
- 7.9 Other than this specific matter, the inclusion of the commercial floorspace is considered policy compliant.
- 7.10 Housing (policy requirements)
- 7.11 Core Strategy Policy H3 sets out density targets. The density of the proposed development (691 dwellings per hectare) is well above the minimum 65 dwellings per hectare set for sites within the city centre and fringe.
- 7.12 Core Strategy Policy H4 seeks to ensure an appropriate mix of dwelling types and sizes is provided in order to address needs measured over the long term, taking into account the nature of the development and character of the location. There is no requirement to provide a mix of house and flat units within the city centre therefore a 100% flat scheme is acceptable.
- 7.13 The maximum and minimum targets for each size of unit is set out in Core Strategy H4. The scheme proposes a mix of one bed (51%), two bed (39%) and three bed (10%) units. The number of one bed units is slightly above the maximum 50% target and the number of three bed units is below the minimum 20% threshold. The proposals are not consistent with the preferred targets and this will need to be addressed at the application stage.
- 7.14 Core Strategy Policy H5 sets out the requirements for affordable housing provided as part of market housing developments. The site lies within Affordable Housing Zone 4 on Map 12 of the Core Strategy. According to the policy, the affordable housing requirement is 7% of the total number of units which equates to 10 units. This will need

to be addressed for the scheme to be compliant with this policy. The applicant has not provided any further information on affordable housing provision at this stage.

7.15 Core Strategy Policy H9 requires all new dwellings to comply with the national internal space standards. The applicant's planning statement indicates that this requirement will be satisfied.

7.16 Core Strategy Policy H10 sets out accessible housing standards and states that 30% of dwellings meet the requirements of M4(2) and 2% of dwellings meet the requirements of M4 (3) of Part M Volume 1 of Building Regulations. For 142 dwellings, this represents provision of 43 dwellings meeting M4 (2) requirements and 3 dwellings meeting M4 (3) requirements. The applicant has indicated the scheme will be in accordance with these requirements.

7.17 Do Members have any comments on the proposed mix of uses?

7.1.8 Do Members have any comments on the proposed housing mix?

7.19 Open space and green infrastructure

7.20 Core Strategy Policy G5 sets out the requirement for provision of open space within city centre developments. This policy includes a site size threshold and applies only to development on sites at least 0.5 hectares in size. The application site is 0.33ha and falls below the threshold. As such there is no requirement for open space provision under this policy.

7.22 The wider Gateway site includes a central area of open space which this development would utilise. Future residents would also have access to a private external residents terrace at level 10.

7.23 Residential amenity considerations

7.25 The proposed development would retain minimum gaps of 13.38m to the nearest existing residential windows within the existing gateway site. However these are secondary bedroom windows and the relationship is considered acceptable within the context of the surrounding dense city centre urban grain.

7.26 All residential dwellings will accord with the requirements of the adopted space standards as set out in Core Strategy Policy H9. As the detailed design of the scheme progresses, the proposals will also need to address the requirements for accessible housing as set out in Core Strategy Policy H10.

7.27 Design considerations

7.28 This is a prominent site on one of the main vehicular approaches to the city centre. It can genuinely be described as a gateway; marking the point at which the road splits and routes to different destinations within the city centre. The configuration of the road corridor and the falling topography help to form a strong axial view from the east which terminates at this point.

7.29 *Scale and massing*

7.30 It is considered that a building of scale is an appropriate response to this site due to: the prominence of the location; the urban scale of buildings within the vicinity; the scale of the wide expanses of road infrastructure with which any building would have to

compete; and, it is the final site that will terminate a block containing buildings of a similar scale.

7.31 The proposal is for a large apartment building with stepped blocks ranging from 10 to 13 storeys. It is considered that the depth and width of the building to the proposed height would be acceptable within the existing townscape context.

7.32 The massing has been articulated to break up its impact through the adoption of a staggered form. The tallest element faces east to the approach along the A61, stepping back down to tie into the height of the established buildings on the remainder of the urban block.

7.33 *Architectural approach*

7.34 The architectural approach works with the staggered form to create the appearance of a family of interconnected buildings. This enables the building to respond positively to the surrounding roads, with the perimeter formed from a series of distinct elevations, separated by glazed slots, which actively address the street.

7.35 The overall structure is provided by a series of simple and robust brick grids. The widths of the piers diminish as the buildings increase in height giving the impression of lighter-weight upper floors and more solid plinths.

7.36 The brick grid frames generous windows, allowing plentiful natural light to penetrate the apartments. The size of the openings increases at ground and first floor levels to define a generous plinth and to make the most of the light and animation that the commercial activities can contribute to the public realm.

7.37 *Context*

7.38 It is important that the setting of nearby listed buildings is preserved. In this regard views presented from Kirkgate retain clear sky and separation around the church tower of Leeds Minster (Grade I listed).

7.39 *Detailing*

7.40 Elevations incorporate variation to the depth of the brickwork and different patterns of bonding to form shadow lines and create a degree of visual richness. Deep reveals to window openings will accentuate the solid, robust appearance of the brickwork.

7.41 The effectiveness of breaking the building into a series of distinct elements will be partly dependent upon the specification of the materials and quality of the detailing; both of which can be the subject of conditions at formal application stage. However, the intention is to employ a dark and a light-toned multi-grade brick, selected to complement the characteristic use of red brick within the locality.

7.42 *Conclusion*

7.43 This is considered a good quality development and a suitable design response for such a prominent site.

7.44 Do Members support the emerging design of the development?

7.45 Landscape and trees

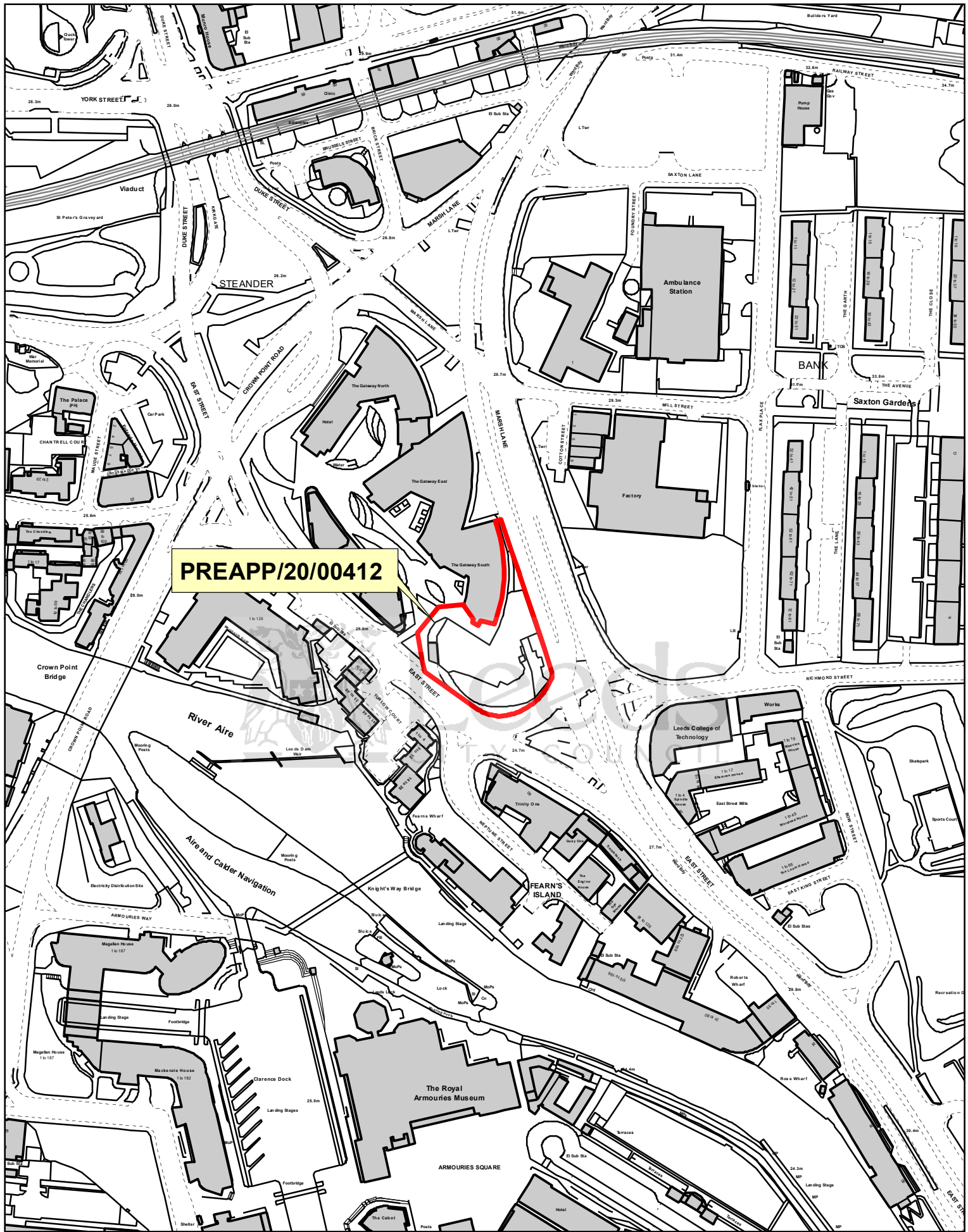
- 7.46 There are no trees on site.
- 7.47 The landscaping scheme is at a very early stage but the proposal includes buffer planting around the edge of the site.
- 7.48 A variety of planting will be involved including environment and setting appropriate species and specimen sizes of trees, shrubs, grasses, and border plants, to ensure an attractive, colourful landscape scheme is achieved. Full details of all soft and hard landscape proposals will be required to come forward as part of any subsequent planning application.
- 7.49 Transport and connectivity
- 7.50 The detailed undercroft parking design and access arrangements are subject to consultation with Highway Services. However in general the approach to providing 37 car parking spaces to serve the 142 flats is supported in this sustainable location to the east of the city centre, subject to a detailed servicing strategy and a Transport Statement demonstrating there would be no adverse impact on the local highway network at formal application stage. All car parking spaces shall have electric vehicle charging point access, to accord with the requirement of Core Strategy Policy EN8. Due to the level of car parking proposed a contribution is likely to be required, by way of a Section 106 legal agreement towards addressing any short fall in Traffic Regulation Orders controlling resident's on street parking, within an 800m radius of the site
- 7.51 In addition, 114 secure cycle parking spaces are to be provided. Policy compliant levels of motorcycle parking spaces will also be required.
- 7.52 Do Members support the approach to car parking provision in this location?**
- 7.54 Accessibility and Inclusion
- 7.55 The Developer has confirmed that accessible accommodation will be provided. In addition, accessible entrances will be created and lift access is to be retained to all floors. Full details of the measures to ensure access for all residents, staff and visitors is achieved, will be required as part of any subsequent planning application.
- 7.56 Sustainability and Climate Change
- 7.57 Members will be aware that the Council has declared a Climate Emergency. Existing planning policies seek to address the issue of climate change by ensuring that development proposals incorporate measures to reduce the impact of non-renewable resources.
- 7.58 Although at an emerging stage the proposals aim to meet the requirements of planning policies EN1 and EN2 to reduce total predicted carbon dioxide emissions to achieve 20% less than the Building Regulations Target Emission Rate and provide a minimum of 10% of the predicted energy needs of the development from low carbon energy. Full details of the measures that will be employed to address sustainability will come forward as part of any subsequent planning application, such that sustainability measures will be integrated into the detailed design.
- 7.59 Nature and Biodiversity
- 7.60 The site is within the Leeds Habitat Network.

- 7.61 There is a need to achieve a Biodiversity Net Gain which will require an Ecological Impact Assessment and full Biodiversity Metric calculations to be submitted at full application stage.
- 7.62 Flooding and Drainage
- 7.63 The site is located within Flood Zone 3 and at risk of fluvial flooding from the adjacent River Aire.
- 7.64 To the south of the site there is a 1050mm diameter Yorkshire Water surface water sewer and any new foundations should be kept 5m clear of this sewer and ensure that no load is transferred to it including during the construction phase and that adequate access is provided to it at all times.
- 7.65 To support the application it will be necessary to submit a Flood Risk & Drainage Assessment which should include the results of any modelling plus provide sufficient information on how the development will be drained in order to comply with the Leeds CC Minimum Development Control Standards for Flood Risk & Drainage. A Flood Evacuation Plan should be included in the Flood Risk Assessment.
- 7.66 The drainage and site design should seek to maximise the use of a Sustainable Drainage Scheme.
- 7.67 Wind and Microclimate Considerations
- 7.68 The Developer's Design team have engaged at an early stage with a wind engineer to determine the design, massing and mitigation necessary to ensure acceptable wind conditions. At the time of this report, initial scoping information has been provided which will go on to form the basis of a wind impact assessment to be submitted with a full planning application.

8.0 CONCLUSION

- 8.1 Members are asked to note the contents of the report and the presentation. In addition, Members are invited to provide feedback, in particular, in response to the key questions asked in the report above and as follows:
- 8.2 Do Members have any comments on the proposed mix of uses ?**
- 8.3 Do Members have any comments on the proposed housing mix?**
- 8.4 Do Members support the emerging design of the development?**
- 8.5 Do Members support the approach to car parking provision in this location?**

Background Papers: PREAPP/20/00412



PREAPP/20/00412

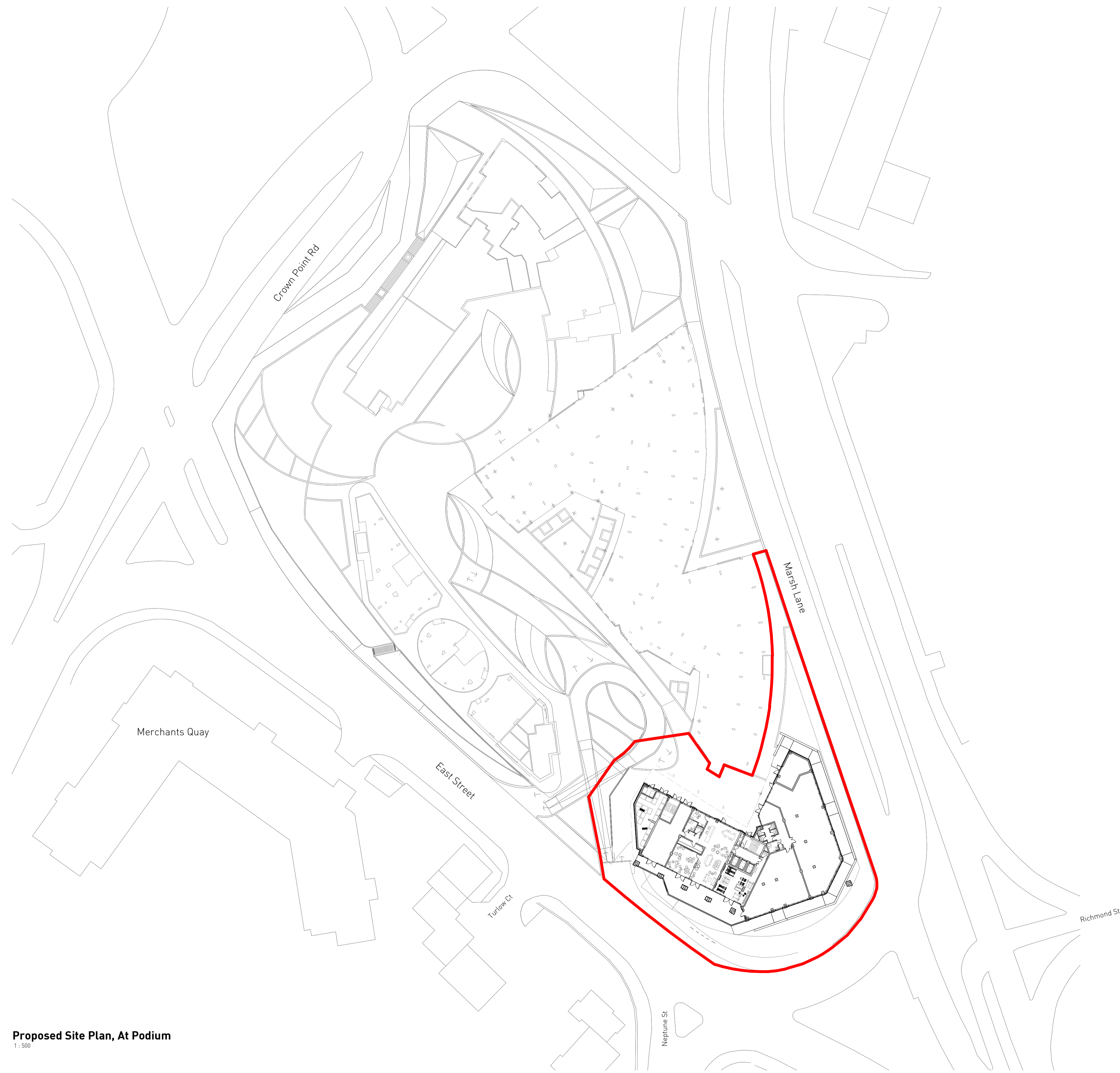
CITY PLANS PANEL

© Crown copyright and database rights 2022 Ordnance Survey 100019567

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

SCALE : 1/2500





Proposed Site Plan, At Podium
1 : 500



Contractor must verify all dimensions on site before commencing any work or shop drawings. 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. Drawings 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. Authorised reproduction from Ordnance Survey Map with permission of the Controller of Her Majesty's Stationery Office. Crown Copyright reserved. Enjoy Design Ltd

Notes.

00 Series General Arrangement Notes

1. Any areas indicated on the plans are approximate. They relate to the likely areas of the building at the current state of the design and are calculated as shown by coloured areas/lines on Plans. Any decision to be made on the basis of these predictions, whether as to project viability, pre-letting, lease agreements or the like, should include due allowance for design development and building tolerances. Floor areas are subject to Planning, Building Control and other statutory approvals.

2. Any structural, services or fit out detail shown is for coordination only, refer to relevant Consultants/Clients information for details.

3. THE CONTENT OF THIS DRAWING IS FOR DESIGN INTENT AND REQUIRES FURTHER DESIGN DEVELOPMENT AND COORDINATION WITH ALL RELEVANT CONSULTANTS, SUB-CONTRACTORS, SPECIALIST DESIGNERS AND STATUTORY AUTHORITIES.

Planning Application Boundary

P1 Issued for coordination
Rev. Des.

WHD 15.09.2020 GM
By Date Ch.

PRELIMINARY
Status:

The Old Brewery
High Court
Leeds
LS2 7ES
Tel: 0113 242 3622
www.enjoy-design.co.uk

| | | | |
|-------------|---------------------------|-----------|------------------|
| Client: | Bradbury Executive Trust | Job No: | 19.056 |
| Project: | Gateway Residential Tower | | |
| Title: | Proposed Site Plan | | |
| Date: | 14/09/20 | Scale: | As indicated/BA1 |
| Checked by: | GM | Drawn By: | WHD |
| Revision: | P1 | | |

