



Leeds
CITY COUNCIL

Originator: Paul Kendall

Tel: 0113 2478196

Report of the Chief Planning Officer

PLANS PANEL CITY CENTRE

Date: 5th NOVEMBER 2009

Subject: POSITION STATEMENT FOR APPLICATION 06/04610/OT – Layout access roads and erect mixed use development, with residential, business, retail, leisure and community uses, with car parking, public open spaces, riverside walkway and nature corridor – Kirkstall Rd and land off Wellington Rd

APPLICANT

Gladedale

DATE VALID

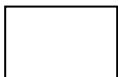
28th July 2006

TARGET DATE

10th November 2006

Electoral Wards Affected:

City and Hunslet



Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION : Members are requested to note the contents of this position statement and are invited to comment in relation to the key issues which are highlighted in the report.

BACKGROUND:

This is an outline application which was submitted in July 2006 and was considered by Members during a series of Panel meetings and workshop sessions in 2007. At that time the applicant was working together with the owners of the adjoining sites to the west who were seeking to submit their own applications for similarly large scale mixed use schemes and Members expressed their support for this approach. However, more recently, the likelihood of these other schemes coming forward in their original forms has diminished and the current application remains the only one to have been formally submitted.

The applicant now wishes to progress this to the point of determination and has undertaken further negotiations with officers in the light of different market conditions and more refined design considerations. In the light of this, officers consider that, due to the length of time since it was last presented to Members, it is appropriate to inform Members of how the scheme has progressed.

The applicant wishes to move forward with bringing this scheme in line with current Central and Local Government policy and submit a package of revisions to the current application including plans and a revised suite of documentation which will be referred to below.

The scheme will also need to be readvertised and the applicant has also agreed to undertake a new community consultation exercise.

SITE AND SURROUNDINGS:

The site is located to the south of Kirkstall Road and comprises the former Yorkshire Chemicals PLC site along with the island immediately to the south of this and lying between the River Aire and the Leeds-Liverpool Canal. The total site area is 5.3 hectares. The buildings have now been totally demolished and therefore the site is cleared and vacant.

RELEVANT PLANNING HISTORY:

At City Centre Plans Panel on 1st March 2007 Members received a presentation from the developer's team regarding the progress made on the application. For information the minutes and resolution of this are reproduced below:

Members welcomed the progress which had been made and commented on the following:

- the extent of the improvements to the canal and whether British Waterways supported the proposals
- the design of the living bridge and the need to ensure this was not designed as a 'block'
- concerns that the proposals may be over intensive
- that the proposals should include a level of Affordable Housing at 15%

RESOLVED –

- (i) To note the report, the presentation and the comments now made
- (ii) That a series of workshops involving Members, Officers and the applicants be set up to explore the proposals further in respect of detail, heights, materials prior to the determination of the application

As a consequence, and in accordance with resolution (ii) above, there then followed 2 no. Member workshops in April and September of 2007. These considered not only the application site itself but the sites further to the west. As a result of these a letter was sent to Members and the applicant setting out the position of the Local Planning Authority and this is appended to this report for information.

There then followed a site visit and Panel presentation in Dec 2007 specifically to consider the design of the Living Bridge. In order to avoid the reproduction of a lengthy Panel resolution on the Living Bridge, Members are advised that this aspect of the scheme has now been removed.

CURRENT PROPOSAL:

The current application is for a scheme which is very similar in terms of the plan form to that which Members were considering in 2007 with one notable exception, the removal of the Living Bridge which has now been replaced with a pedestrian and cycle bridge.

The mix of uses has stayed much the same since the previous presentation, however, with the exception of the offices and car park at the Kirkstall Rd end of the site, all other building heights have been reduced.

In summary, the new scheme comprises the following:

Kirkstall Rd Riverside

- Vehicular access is to be taken from a central point on the Kirkstall Rd frontage with 2 no. nine storey office buildings to either side fronting the main road (25,000 sqm). These are positioned a distance from the curb which would allow the generation of the 'boulevard' type of street character which is referred to in the relevant planning framework which is referred to in more detail below.
- The main access road intersects the secondary east/west running spine road at a 'T' junction, giving vehicular access to basements beneath 3 of the buildings. It also enables connection to the neighbouring sites when this is required in the future. Initially, however, the road would be set out with turning heads on the boundaries to enable vehicles to be able to turn and exit the site in forward gear.
- 3 further buildings continue the grid pattern between the spine road and the River Aire; the 2 fronting the river being primarily residential and having a maximum height of 10 storeys reducing to between 6 and 8 storeys fronting the river. The other building is more central to the site and is a 9 storey car park.
- Car parking will be located in single level basement areas under the office buildings and the eastern residential building. The remainder will be within the multi-storey car park. Controls over the use of this car park remain to be finalised and are likely to be controlled as part of the s106 agreement.
- All of the buildings are located in such a way that they would not prejudice the erection of buildings on the neighbouring sites, particularly to the west where there is a future development site. To the east there is a considerable area of open space and 2 no. retail units, one a retail warehouse and the other a much smaller stand alone unit.
- The Public Open Space area has been retained in the same position, as previously proposed, next to the river in the south eastern corner of the site. The main area of space measures approximately 75m north to south and 65m west to east . This is linked to the main site access road by a 20m wide tree lined pedestrian boulevard ensuring that the north/south access route is strong and legible.
- The west/east route along the riverbank is also continuous with site levels being adjusted to ensure that the gradients are kept to an absolute minimum (less than 1:20). It is proposed that levels across the entire site are adjusted as part of the flood alleviation scheme with the height of the river wall set above the 1:200 year plus climate change flood level.
- The wing of the residential building which runs along the eastern boundary has been extended southwards to a point 25m from the river. This is in order to create some visual containment to the open space area, however, a double height opening has been introduced halfway along it at ground floor level to maintain pedestrian permeability to the existing area of open space on the adjacent site to the east.
- All of the buildings will have a mix of uses at ground level and also at first floor level in some cases, which include small scale retail, community health, offices, bars and restaurants and these will help to animate the pedestrian routes through the site. Most of the bars and restaurants are to be oriented towards the large areas of public open

space which means they will be able to take advantage of the river views and southerly aspect.

The Island

- The open space area will act as a springing point for a new pedestrian and cycle bridge crossing the River Aire landing on The Island site where it would lead to another large area of Public Open Space approx. 70m x 50m. This space would be enclosed on 3 sides by 7/8 storey buildings and the pedestrian route would lead through to the Canalside towpath close to the listed Oddy's Lock and lock keepers cottage. This is the identified route for cycles and pedestrians and ensures full permeability both to and through the site.
- The buildings along the eastern edge of the site are set away from the common boundary and are divided in to 2 buildings which would allow access through to any future redevelopment of the neighbouring site and ensure that such a proposal would not be prejudiced.
- Residential buildings then occupy the remainder of the site and reduce in scale to the west in three blocks from 8 storeys down to 5 storeys, terminating in a proposed series of 3/4 storey terraced town houses. Between these buildings are the scheme's only private areas of amenity space, necessary due to the fact that residential uses are taken to ground level here and are therefore more vulnerable. These areas will still provide visual amenity value and will contain substantial areas of hard and soft landscaping.
- The final building is located at a point where the river and the canal converge to a point where they are only 30m apart adjacent the listed Spring Gardens Lock. This is a further residential building with ground floor café restaurant unit rising from 2 to 9 storeys in height which will act as an end stop to the development before the waterside nature area commences. The footprint of this building converges to respect the building lines of the layout to the east.
- The nature area is the very thin tongue of land which is located between the River Aire and Leeds Liverpool canal. For much of it's length it is set on a steep slope which makes it difficult to access and very difficult to use for anything other than as the natural wildlife habitat proposed
- The Island site benefits from a totally pedestrianised environment as all vehicles (except for emergency and service) are taken in to a basement at the south-eastern corner of the site off the Wellington Road Industrial Estate access road

POLICY BACKGROUND:

The area is allocated immediately outside the City Centre with the boundary running along the eastern edge of the site. The area is therefore unallocated in the UDP which assumes that the existing use will continue. As previously explained, none of the buildings remain on the site and the location of the chemical works was considered to be a blight on the area when it existed. The future development of the land is impacted upon by a raft of national, regional and local planning policies:

National Guidance

PPG3 Housing - Advocates the use of previously developed land within urban areas for residential use and this leads to a more sustainable form of development, and reduces reliance on the private motor vehicle.

PPS6 Planning for Town Centres - Advocates appropriate development e.g. offices, hotels retailing and leisure, within existing centres and this includes, developing a wide range of attractions, amenities, creating an attractive environment, ensuring good levels of access. A mix of uses within sites and the provision of housing are also supported. (Note – the site is not within an allocated centre but just on the edge)

PPG13 Transport - This promotes accessibility to jobs, shopping, leisure and services, and to reduce the need to travel by car. Development is also supported close to existing transport routes.

PPS25 Flood Risk – Sets out the requirement to ensure that uses sensitive to flooding are not located in high flood risk areas and the carrying out of a sequential test on sites prior to the consideration of detailed methods to mitigate the effects of flooding.

Regional Planning Guidance (Regional Spatial Strategy RSS)

This is contained within RSS for Yorkshire, Humberside and the Regions and the main purpose of this is to provide a strategy within which local authority development plans and local transport plans can be prepared. It makes it clear that the main focus for business, cultural, social, leisure and retailing activities will be existing city centres and that business is a major generator of travel demand and this provides further weight for its provision within existing centres.

Local Policy

The most relevant Unitary Development Plan (UDP) policies are:

GP5 Development proposal should resolve detailed planning considerations including access, drainage, contamination, stability, landscaping and design. Proposals should seek to avoid problems of environmental intrusion, loss of amenity, pollution, danger to health or life and highway congestion, promote energy conservation and the prevention of crime.

H11 Housing developments throughout the district will normally be required to provide an appropriate proportion of affordable housing.

T2 New development will not be permitted unless adequately serviced by road access, public transport and cycle access.

T5 Safe and secure access for pedestrians/cyclists.

T6 Satisfactory access for disabled people and persons with mobility problems.

BD2 The design and siting of new buildings should complement and where possible enhance existing vistas skylines and landmarks.

BD5 New buildings should be designed with consideration given to both their own amenity and that of their surroundings. This should include useable space, privacy and satisfactory penetration of daylight and sunlight.

B12 Development to respect fundamentals of urban design, linked and appropriate spaces and retain best of the old fabric.

N8 & N9 Seek the provision of green corridors which improve connectivity to the surrounding countryside and improve access, recreation, nature conservation and visual amenity

LT6B The City Council will seek, where appropriate, to secure footpath access and public rights of way along both banks of the river having regard to public safety and nature conservation interests.

BD15 Works of public art will be encouraged in all new development.

SPD – Biodiversity and Waterfront Development : Objectives are to: identify and safeguard existing habitats; provide ecological design guidance on waterfront developments; provide guidance on the conservation of protected and important species; identify opportunities for habitat enhancement, creation and restoration; encourage appropriate long term habitat management. It requires development to be set back from river banks.

SPD - Public Transport Improvements and Developer Contributions To ensure that developers take full account of ensuring access to their site by means other than the private motor vehicle.

SPD – Sustainable Design and Construction Advocates the use of a range of measures to ensure that the best possible practices are used to ensure a sustainable environment is created.

Waterfront Strategy : This advocates public access to the waterfront as well as its laying out with landscape treatment, which seeks to soften the bank edge. In addition, open space oriented towards the river, uses which take advantage of the amenity offered by the river and the protection of any wildlife habitats are also advocated.

Kirkstall Rd Renaissance Area Planning Framework : (KRRAPF) has now been adopted as Informal Guidance for planning purposes. It aims to promote the regeneration of the area in a manner which will establish a real sense of place and guide developers in formulating proposals for the re-development of land. It serves to develop the principles of the UDP and broader renaissance initiatives. This is underpinned by a need to ensure that a consistent approach is taken to all development in the area.

The framework area is split in to a series of character areas. The area between the River and the Kirkstall Rd is within the 'Kirkstall Road Riverside' and the area between the river and the canal is within an area called 'The Island'. Within these two areas the framework advocates that the buildings are laid out in a 'flexible configuration on a grid based block pattern. Development sites/blocks and building envelopes will be determined by the requirement for public realm and safe and attractive pedestrian movement'. New buildings must contribute to the formation of these objectives by resolving:

- Appropriate height, scale and massing
- Siting and orientation
- Landscape settings
- Emphasis of corners
- Locating entrances on public access streets/paths
- Facilitating pedestrian access through the area and avoid potential conflict with traffic.

There is a requirement to create a boulevard along the A65 Kirkstall Rd corridor which will be achieved in conjunction with works associated with the Quality Bus Initiative (QBI) and is considered to be a fundamental part of the future growth of this area.

Heights are set out on a plan but broadly envisage 8 storeys at the north-eastern corner of the Bankside site and reducing towards the river. The Island should be the 'greenest' of the areas covered by the framework with the western end to be preserved as a wildlife habitat. A link across the river is also indicated as is public access to the river banks. Building heights are proposed as 2-4 storeys.

Quality Bus Initiative : The A65 QBI is in the final stages of detailed design, with Full Approval being sought in November 2009 giving a provisional start on site in early 2010. The scheme proposals have been amended to give a robust solution that will work without any proposed amendments associated with adjacent development. It does not, however, exclude further alteration to Kirkstall Road to accommodate future development access, as and when each of the development sites comes forward.

CONSULTATIONS:

The formal consultation process for the revised scheme can only take place once the package of plans and supporting documentation has been submitted. The appraisal section below refers to each of the areas in turn and the position reached at this stage in respect of each of the subject areas. The full set of consultation responses will be reported to Members when the scheme is brought before them for determination.

MAIN ISSUES:

The principle of the proposed uses

The scheme layout and building heights

The consideration of all other matters relevant to this site on which the full consultation process will be undertaken.

The carrying out of further community consultation

Section 106 legal agreement heads of terms

APPRAISAL:

Uses. This site is not within the city centre but just on its edge. It is national, regional and local policy that commercial uses are located within the defined centres. A substantial amount of the floor space proposed is residential and this is acceptable in terms of land use policy. Clearly an important aspect of this area is the potential to regenerate a very large area of riverside and if there are proposed to be a considerable number of residents and an environment which is to be supportive and inclusive to the scheme and the wider community it must also provide a mix of uses.

In addition, the Kirkstall Rd corridor provides an environment which, even after the improvements, will provide an environment which, due to the adverse amenity aspect, would be unsuitable for residential accommodation. Therefore, the office uses provide a buffer for the residential uses to the south and the ground floor commercial elements provide life and activity and would animate the extensive open space areas proposed. In this respect then the location of uses is considered to strike the correct balance between regeneration, attractiveness, place making and appealing to the wider community. These uses and the creation of a mixed use environment are objectives set out in the KRAAPF. The objectives of this document set out the requirements of any redevelopment proposal at a local level and must be given due weight. For this reason an element of commercial use on the site is considered to be appropriate.

The residential accommodation being provided is in a range of sizes and types and whilst it is accepted that most of these are in the form of apartments, the inclusion of family housing with gardens is welcomed as a positive step. The aim is to provide a wider range of accommodation types, which will encourage people to remain closer to the city centre for longer, is fully supported. The applicant has agreed to provide the levels of Affordable Housing set out in the Supplementary Planning Guidance.

Scheme layout and building heights: The grid-like layout plan on the northern part of the site has been accepted previously and is advocated in the framework document. It also works very well in terms of providing both north/south and east/west access routes as well as links to neighbouring sites and along the river. The heights of the buildings sets up a strong frontage to Kirkstall Rd whilst still allowing a better pedestrian environment along this major arterial route to be created. The mass of the scheme then reduces in scale towards the river and this approach is supported by the KRAAPF, although the proposed buildings are taller than those set out in the planning framework.

The intensity of the development and the amount of developed footprint has been reduced considerably by the removal of the living bridge and the buildings which flanked it. This results in the bridge itself becoming the focal point of the open space areas which sit on either side of the river. It also means that the view along the river from the Inner Ring Road bridge to the east would be unfettered except for the new bridge and this is considered to be a considerable improvement over the previous scheme.

The provision of publicly accessible open space on the site is considerable and accounts for over a third of the total site area even when the nature area is excluded. The main areas of space are adjacent the river which is considered to be the best location and in line with policy requirements and in the case of the space to the north of the river will contribute to a sizeable riverside area when added to the open space on the adjacent site to the east.

On The Island site the building layouts respond to the large area of open space and provide river and canal frontages as well as visual permeability between them. The narrowing of the island is responded to by a change in building type to much smaller footprints terminating in an end stop which ties northern and southern sides together. The reduction in building heights which corresponds to this reduction in footprint size and increasing distance from the city centre is considered to be appropriate as is the use of the taller building which responds to the converging building lines as an end stop.

To conclude, the simple and clear logic of the scheme has been retained and improved by the removal of the living bridge. The reduction in scale is welcomed and is considered to result in a more successful scheme which is less intensive in terms of height and total area of built footprint. All, of the above factors will contribute to the creation of a scheme which will have a real sense of place with a river crossing point and bridge as it's focus.

Other matters : Officers have been in constructive negotiations with the applicant and agent on a range of matters. In all cases the applicants have demonstrated their willingness to accommodate the raft of relevant policy requirements and also to enter into a S106 agreement where this is considered necessary. In respect of the supporting documentation, the production of this is dependant on Members comments on this progress report. Clearly if there are major concerns over certain issues these can be addressed in subsequent negotiations and accommodated within the emerging documentation. However, at this time, both the applicant and officers consider that they can progress no further without receiving the comments of Members which will then help to move forward the consideration of this important site.

The position reached in respect of each of the relevant matters is set out below:

- Highways : The applicant is to submit a full Transport Assessment and Travel Plan and has agreed the scope of these with officers. The primary requirements of this exercise have been identified as being:
 1. To provide a suitable layout for Kirkstall Road and the road network and parking levels within the site.
 2. To provide a travel plan for a stand alone site that will deliver the required modal split.
 3. Fund an appropriate level of off site highway improvements to mitigate for the development traffic associated with the site
 4. Uphold the objectives of the Travel Plan and associated documents through the provision of it's primary objectives including: a travel plan coordinator; incentives for the use of public transport (Metro cards etc); off site works to improve cycle and walk facilities; car club facilities etc.

- Metro : Certain matters need to be provided in the scheme (bus stops, Real Time Information, metro cards etc). This needs to be considered in the round, with the other public transport requirements assessed as part of the QBI, and a package of measures compiled for a complete picture of how the site will be accessible by public transport.
- Flood Risk : Since the original considerations of this scheme the Strategic Flood Risk Assessment has been put in to place and Central Government has produced PPS25 and the associated advice note. This requires a sequential test and exceptions test approach to be applied to this site as it is within Zones 3a(i) and 3a(ii) and therefore exhibits a high probability of flooding. Works to this are on going and will also form part of the consultations regarding drainage of the site.
- Contaminated Land : All buildings have now been removed and this has enabled further exploratory works to be undertaken. Revised reports have already been submitted and a dialogue commenced with the relevant officers. Any issues of contamination will be dealt with by the scheme and therefore the site will be developed in a safe and controlled manner.
- Education : The site contains family housing and this will require a contribution to be made towards local educational infrastructure. The applicant has been made aware of this requirement. The amount of contribution would be directly related to the number of family dwellings proposed and would then be included in the Section 106 Agreement.
- HSE : The Hazardous Substance Consent for the site needs to be handed back to LCC contaminated land team and then HSE need to be told that this has happened. This would also be included in any S106.
- British Waterways : British Waterways issued a consultation response to the original scheme setting out their design, environmental and operational criteria for a successful development. The consultation response from BW needs to be considered and a response to the various points which it raises compiled.
- Sustainability Statement : A statement will be submitted setting out the principles on which the final scheme would be developed demonstrating it's alignment with PPS1 and the associated climate change supplement and draft SPD10. This should demonstrate how the proposals would achieve a reduction in CO2 emissions; the expected BREEAM and Code for Sustainable Homes ratings for new buildings; how the use of zero emission energy sources can be incorporated; the use of sustainable construction materials and sustainable urban drainage methods.

Community Consultation : The scope of the original consultation carried out was limited. The scheme has now changed from the original submission and the applicant has agreed to an additional community consultation exercise. The outcomes and responses of these will be included within a Statement of Community of Involvement which will be submitted as part of the revised package.

S 106 : In the light of the above, the potential S106 heads of terms which will need to be covered in the final scheme is set out below:

- 1 Affordable Housing
- 2 QBI Contribution
- 3 Provision of a Travel Plan Coordinator

- 4 Public Transport Improvements
- 5 Off Site Highways Mitigation Package including Trigger Points
- 6 24hr Public Access Areas and linkages to other public routes
- 7 Maintenance Package for Public Areas
- 8 Flood Alleviation Contribution/Works
- 9 Riverbank Enhancement for the Additional Nature Area
- 10 Public Car Parking Tariff Controls
- 11 Provision of Bridge Links
- 12 Local Employment Initiatives
- 13 Education contribution
- 14 Public Art Provision

CONCLUSION:

This report is being brought at this stage so that issues can be identified and addressed as the revisions to this application are progressed. Members views on the identified issues would therefore be helpful at this stage in order to guide this process.

BACKGROUND PAPERS

Kirkstall Rd Renaissance Area Planning Framework - January 2006

Letter, 2nd October 2007 relating to 4th September Member workshop.

The Leonardo Building
2 Rossington Street
LEEDS
LS2 8HD

Contact: Phil Crabtree
Tel: 0113 247 8187
Fax: 0113 247 7748
Email: phil.crabtree@leeds.gov.uk

2 October, 2007

Dear Colleague

KIRKSTALL VALLEY WORKSHOP 4 SEPTEMBER 2007

Thank for your attendance and participation in the recent workshop with Officers and Members. Members greatly appreciated the work undertaken by yourselves to ensure the success of this meeting, which we hope with the continued discussions will form an exemplar of how to assess and progress such large scale developments within the City aiming at a positive outcome. I hope that you also found the workshop of benefit and I would like to summarise the issues raised by Members which need to be addressed in order to progress your respective proposals.

I would like to apologise for the delay in forwarding this letter to you.

1. There is a need to assess and address how the developments along Kirkstall Road will benefit the surrounding Wards in all aspects, but specifically in social and economic terms. How do you intend to ensure that appropriate and attractive physical and linkages are provided to the surrounding areas and that people from these areas will be both attracted to and welcomed within the development for employment, recreation and social activity?
2. How will you create a high quality commercial and residential environment which will prove fully socially inclusive of the surrounding areas? Visitors from the surrounding areas must be made to feel comfortable/at home in the area.

There is a need for a detailed assessment of the provision of linkages into the site for pedestrians and cyclists.

There is a need to look at Armley gyratory which acts as a major barrier to the connectivity in the area.

3. The relationship of the development to Kirkstall Road is a primary issue. The need for an active frontage with wide pedestrian areas, possibly pull off areas for vehicles in a boulevard format needs greater consideration.

Whilst there is a necessity to consider the traffic flows along Kirkstall Road and the requirement of the Quality Bus Initiative the developers must address this frontage to ensure a traffic engineered solution does not override the need for a quality pedestrian environment. Kirkstall road must “come alive”.

It will be important with any scheme to produce illustrative views along Kirkstall Road of the environment that will be created.

The proposals must retain any buildings of character along Kirkstall Road including the noted building with the “Bull” motif and we would also prefer to retain the owl building.

John Thorp will be looking further into the possibilities of enhancement of this frontage and it will be necessary to have further discussions with John and his team to resolve this issue.

4. The river must be treated as the back bone running through the area such that development is subservient to it rather than actually constraining and containing it. As such, its environs must be kept as a living corridor and should not be contained by structural banks. I suggest you consider further the advice for this area given in the Waterfront Strategy and the bio-diversity supplementary planning document. Both banks need to be softened in terms of their treatment.
5. The general siting and layout for the development was welcomed as it was felt this generally followed the principles of the Kirkstall Valley Renaissance Framework and was well thought out in terms of connectivity within the site with the emphasis on the clear green corridors from Kirkstall Road down to the river.

Similarly, Members did not express any major concerns with the principle of buildings which are taller than the guidelines contained in the brief, subject to assurances that the quality of design and materials must be of the highest standards possible creating buildings which are exemplars of their type and that appropriate guidelines could be created (see below) .

However concerns were raised which need to be addressed:-

Further work would be required to ensure that the courtyards and public areas enclosed within the developments were of a scale (related to building mass) which ensured they were pleasant, sunlit and fit for purpose. Members have noted a recent nearby appeal decision which focussed very much on the substandard quality of such spaces.

”The Living Bridge” was of major concern with the general view that its bulkyness and massing caused an undesirable wall and barrier across the river, both physically and visually. Members suggested a further Workshop on this specific issue.

The main concern however related to the general density of the development in terms of its implications re traffic generation in the area.

It is acknowledged that Kirkstall Road already operates to capacity and whilst the Quality Bus Initiative may have implications for this, there are general concern that the traffic generation of a further 6 million square foot of development simply cannot be accommodated on the Kirkstall Road or within the area.

It is therefore imperative that the developers liaise together and work with Highways Officers to assess the implications of the regeneration works to ascertain what needs to be done to ensure the traffic generation issues are resolved. This is seen as the most fundamental issue which effectively could restrain all significant developments in the area and needs to be resolved at the earliest opportunity. We will need to be satisfied that there is sufficient on site parking.

6. Members did not appear to have any major concerns regarding the proposed mix of uses but currently, based on the advice contained in PPS6, there will be the need to justify the office, retail, and employment content as the site lies outside the City Centre boundary.

A view was clearly expressed that the site must provide the requirement of SPG5 with regards to affordable housing: 15% on site with a range of units appropriate to the housing mix and a 60/40 split of sub market and social housing. However, it may be possible to consider a split between on site and commuted sum by negotiation.

It was noted that developers accept that A1 retailing must be to a level that meets local convenience needs only and that a retail impact assessment may be required to ascertain the impact on existing facilities in the area.

7. A further issue referred to is that of flood risk. You will be aware of the advice given in PPS25 and the whole site lies within flood risk zones 2 and 3. There will therefore be the need to address a sequential test relating to alternative sites within the area which might lie within zone 1. Once this issue is addressed there would be the need for exception tests and also the need to sequentially consider development with the site itself such that the vulnerability of uses are related to the risk of flooding. A full Flood Risk Assessment will be required.

I hope you agree the above points accurately address the discussions at the Workshop and that you are suitably encouraged to continue with this joint approach to this exciting regeneration project.

The above list is in no manner exhaustive as to the elements that need to be addressed, but it is intended to give you some degree of guidance as to how to proceed further in your negotiations and work associated with the site.

I understand Rob Buchan is already in discussions about a further Workshop with Members regarding the Living Bridge and that work is progressing on a joint approach to the highway implications which is noted as being fundamental.

I look forward to receiving your further support with regards to this approach to dealing with the Kirkstall Road and I would suggest that once the above issues have been addressed further in your negotiations it may be worthwhile to consider a further Workshop with both Officers and Members.

Yours sincerely

A handwritten signature in black ink, appearing to read 'P. Crabtree', with a large, sweeping flourish at the end.

Phil Crabtree
Chief Planning Officer

NOTES
 1. This is a preliminary drawing and is subject to change without notice.
 2. The client is responsible for providing all necessary information and data.
 3. The design is based on the information provided and is not a guarantee of performance.
 4. The design is for general information only and is not intended for construction.

KEY

EMPLOYMENT		Corporate Office
		Hybrid Business Use
RESIDENTIAL		Residential - Apartments
		Residential - Family Housing
SOCIAL INFRASTRUCTURE		Retail - Convenience
		Retail - Other
		Leisure - A3 use
		Community Health Centre
		Car Parking



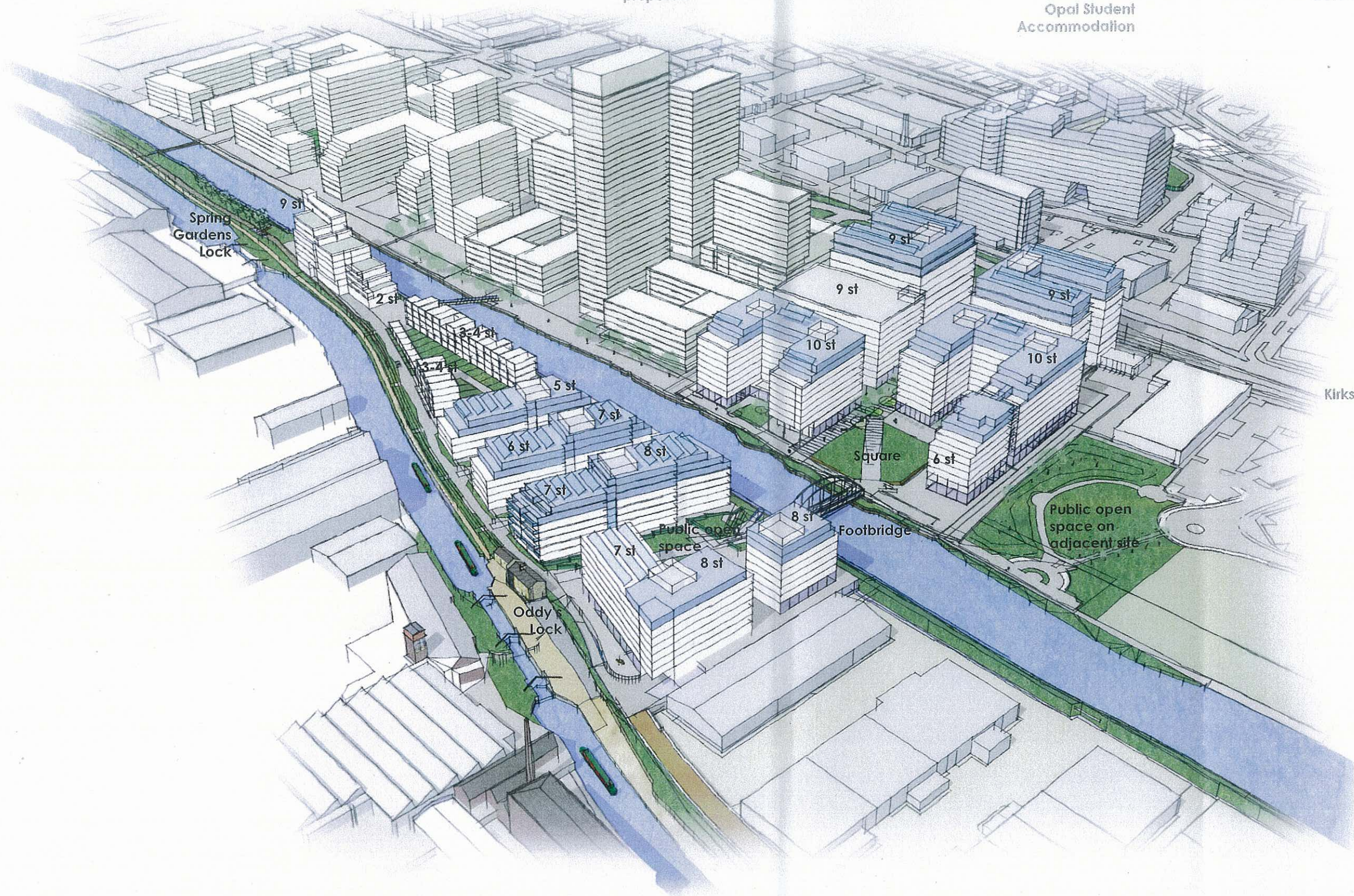
B	Building reviewed / Landscaping revised	20 Oct 09	SD
A	LAYOUT revised following planning discussion	13 Oct 09	SD
REV	ADDED	DATE	BY
PROJECT	Bankside		
CLIENT	Globeville		
DRAWING TITLE	Ground Floor Plan Proposed		
SCALE @ A3	1:500	DATE	31 July 2009
DRAWN	SD	CHECKED	UT
JOB NO.	1315	DRAWING NO.	011
ISSUE STATUS	FOR COMMENT	REVISION	B

06/04610/OT

(A)

Adjacent proposals

Opal Student Accommodation

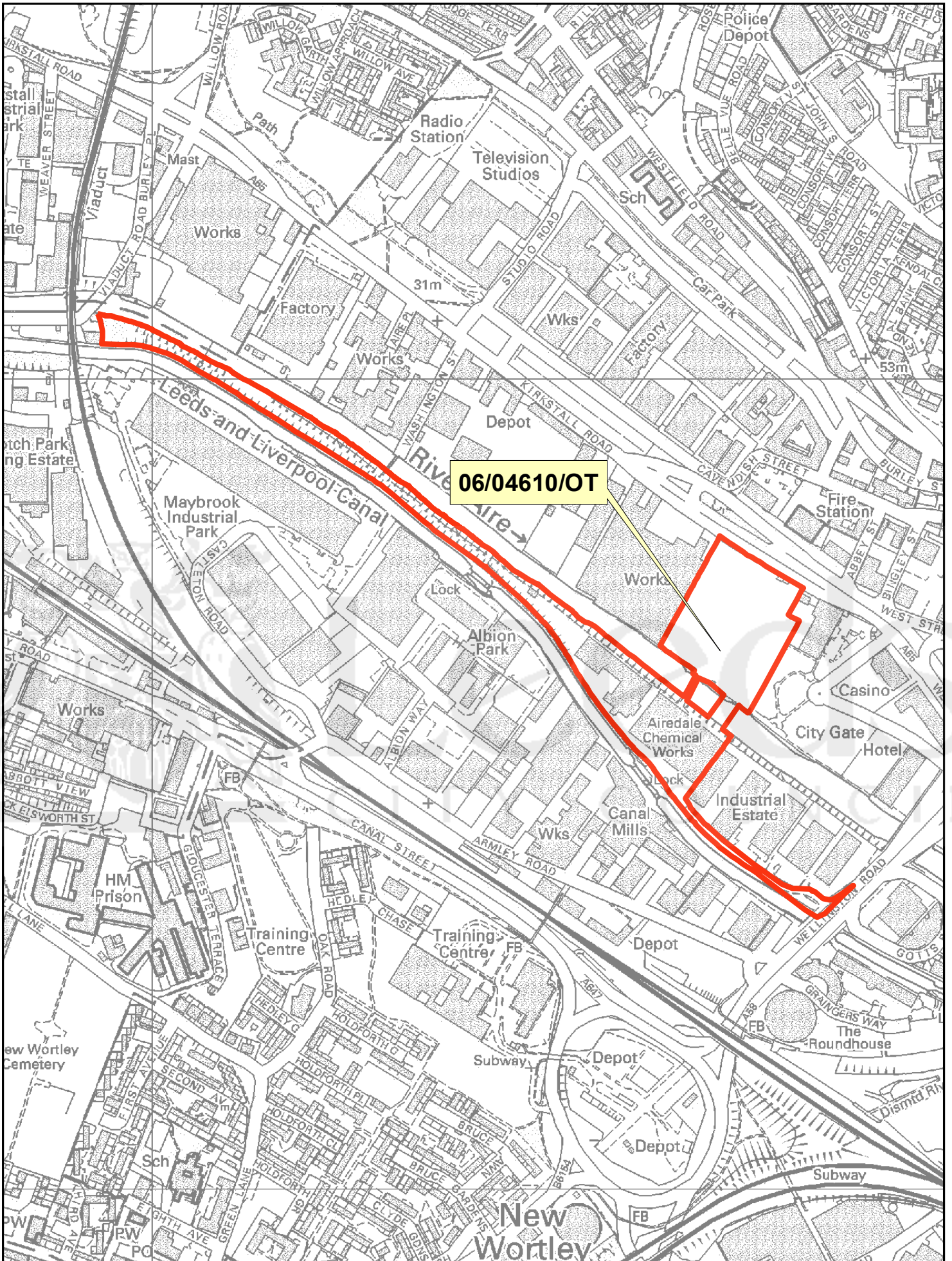


Kirkstall Road

River Aire

Leeds and Liverpool Canal

06/04610/OT (B)



CITY CENTRE PANEL



Scale 1/ 6000

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