



Report of the Chief Planning Officer

PLANS PANEL WEST

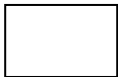
Date: 29th March 2012

**Subject: PRE-APPLICATION PRESENTATION (PREAPP/08/00206)
UPDATE REPORT; KIRKSTALL FORGE DEVELOPMENT, KIRKSTALL.**

APPLICANT	DATE VALID	TARGET DATE
Commercial Estates Group	01.07.2009	n/a

Electoral Wards Affected:

Kirkstall, Horsforth and
Bramley & Stanningley



Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

That members note this update report and associated pre-application presentation by Commercial Estates Group.

INTRODUCTION:

.1 The primary purpose of this report and associated presentation by Commercial Estates Group is to update Panel regarding progress on the redevelopment and regeneration of the Kirkstall Forge site; in particular METRO/Network Rail's plans for a railway station and Commercial Estates Group's (CEG) plans for mixed use development on the site.

2.0 PROPOSAL:

2.1 The indicative Masterplan has been reviewed since the original approval in 2007 given changing economic circumstances. The proposal has been revised to

accommodate the demand for more family housing and less apartments, to take the opportunity to increase jobs and to kick start development in a difficult economic climate.

2.2 The Masterplan has been revised following the appointment of Fielden, Clegg, Bradley (FCBS) as architects for the scheme. FCBS were chosen following a design competition and long selection process and have a reputation for innovative, quality schemes including the “Arcadia” residential scheme in Cambridge which has won national design awards.

2.3 The revised FCBS Masterplan has been evolving, in discussion with Leeds’ officers and currently comprises:

1. Identical red-line, description of development and mix of uses as outline planning permission;

2. Similar level of total floorspace to the outline at about 1.5 million square feet;

3. Doubling of office floorspace from 146,000 sq ft to 300,000 sq ft provided in three buildings sited close to the proposed station ;

4. Reduction of dwellings from 1,355 to 1,045 with revised mix comprising 585 apartments and 460 town houses/maisonettes (previous mix 1,109 apartments and 246 town houses/maisonettes).

2.4 These proposed revisions have already been brought before Panel as part of a previous report on 21st January 2010. At that meeting members noted a desire to:

-keep an overview of the development,

-receive regular update reports and

-have a summary of the approval process to date in the next Panel update report.

2.5 Since the previous report discussions have continued regarding:

-the Masterplan,

-the Train Station,

-the joint “Design Framework” document to guide future reserved matters.

This report updates Panel on these elements and responds to Panel’s previous comments.

3.0 SITE AND SURROUNDINGS:

3.1 The site comprises the former Kirkstall Forge site. This totals circa 23 hectares, located off the A65, about 6km (3.7m) from the city centre. The former commercial buildings have now been fully cleared with the exception of the listed buildings. Archaeology work and remediation are largely complete.

4.0 RELEVANT PLANNING HISTORY:

Original Outline Planning Permission (24/96/05/OT)

4.1 Outline planning permission (with access determined at outline stage) was originally granted on 20 July 2007 for a major mixed use scheme. The description of development comprised:

“Residential, offices, leisure, hotel, retail and bar/restaurants including access, site remediation, construction of bridges and river works, car parking and landscaping.”

4.2 An indicative Masterplan contained the following elements:

- 1,355 dwellings (1,109 apartments and 246 townhouses/ maisonettes);
- 146,000 square feet of offices;
- Support facilities including bars, restaurants, small scale retail, health and fitness and spa, banking, hotel, a creche and accommodation for social community uses totalling 104,000 square feet;
- Preservation and change of use of existing grade 2 listed lower forge building to provide food and drink uses;
- Change of use grade 2 listed stables to residential;
- Areas of amenity green space;
- Wildlife and ecological enhancements;
- Park and ride for approximately 150 cars;
- Improvements to vehicular junctions, allowing access to the A65;
- Internal access roads, catering for new bus services;
- Network of pedestrian and cycle routes, enabling connections to the national cycle network and canal towpath, including new footpaths alongside the former abbey mill race;
- New pedestrian and vehicular bridge across River Aire;
- Site remediation works;
- Riverside improvement works and creation of flood relief channel.

An integral part of the development (although outside the outline application site) is the delivery of a new railway station on adjoining land.

Full Planning Permission for Train Station (10/01211/FU)

4.3 Full planning permission for the new railway station and car park was subsequently granted on 18th June 2010.

Extension of Time application (11/01400/EXT)

4.4 An extension of time for the original outline planning permission was considered by Panel on 18th August 2011. Panel resolved to approve the extension of time, allowing for a 15 year timescale and a revised S106 package. The revised S106

increased contributions from £7.6 million to a sum between a minimum £10 million and a maximum £13 million (depending on financial viability).

- 4.5 A deed of variation to the original Section 106 has been provided, but has not yet been signed pending confirmation of DfT funding for the new Train Station. Funding has now been confirmed and once the revised agreement between CEG and METRO/Network Rail has been signed, which is imminent, the S106 agreement can be signed and the planning permission formally released.

Discharge of Conditions: Full Planning Permission for Train Station (10/01211/FU)

- 4.6 Officers have been approached to meet METRO/Network Rail to discuss the extent of information necessary to discharge the conditions. An application will be submitted shortly.

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 Positive discussions have been held with Planning, Design, Landscape and Highways officers regarding the developing Masterplan and Design Framework although detailed negotiations on the scheme will not commence until the first phase of reserved matters.

- 5.2 Positive community engagement will continue with the thrice yearly Kirkstall Forge Liaison Group, a community group chaired by Councillor Yeadon and attended by other ward members, CEG, representatives of local residents groups and individual residents. CEG also attend the annual Kirkstall Festival.

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 Ward members will continue to be informed of ongoing discussions and community engagement will continue under the auspices of the existing Kirkstall Forge Community Liaison Group prior to the submission of any reserved matter application.

7.0 CONSULTATIONS RESPONSES:

- 7.1 Following consideration by Panel in January 2010 pre-application discussions have been held with internal and external consultees.

8.0 PLANNING POLICIES:

- 8.1 The principle of development is established by the outline consent. Relevant policies will be reported to Panel as part of the ongoing decision making process.

9.0 MAIN ISSUES/APPRAISAL

Masterplan

- 9.1 The Masterplan has not changed significantly since last displayed at Panel; though some minor changes have been incorporated regarding the softening of development form and integration into the landscape at the eastern and western edges of the development. Discussions have also been ongoing on the form of open space with the layout.

9.2 CEG will provide a presentation of the latest Masterplan.

Train Station

9.3 In December 2011 the DfT confirmed that the Leeds City Region Rail Growth package of £17 million towards the train stations at Kirkstall Forge and Apperley Bridge would receive central government funding. This major boost to both the area and this site paves the way for a successful development, both in planning terms and commercially. Construction could start as early as July 2013 with the station operational by December 2014.

9.4 CEG will provide a more detailed presentation of the Leeds City Region Rail Growth package, DfT funding and proposed construction timescales.

Design Framework

9.5 The original planning permission and subsequent application for extension of time contain Masterplans for the development and Design and Access Statements. However as both are outline (with all matters bar access reserved for subsequent approval) the nature of the Masterplan and design documentation is illustrative. Both parties have agreed that it is important for the quality of the development and coherent sense of place that a Design Framework document be agreed to guide future applications for different phases of reserved matters.

9.6 Leeds' officer have been in discussion with CEG and FCB regarding the structure of this document, its parameters and focussing on key issues such as the range of materials and variety of elevational approaches to different building types.

9.7 CEG will provide a presentation of work done to date on the Design Framework.

Future Planning Applications

9.8 Once the Design Framework is agreed CEG intend to submit an application for the first phase of development, including key infrastructure such as the main road in/out of the site. The timing of this will be largely dependant on the performance of the national economy and construction timescales for the train station.

9.9 More details will be provided for members when pre-application discussion on the first phase of development commence.

10.0 CONCLUSION

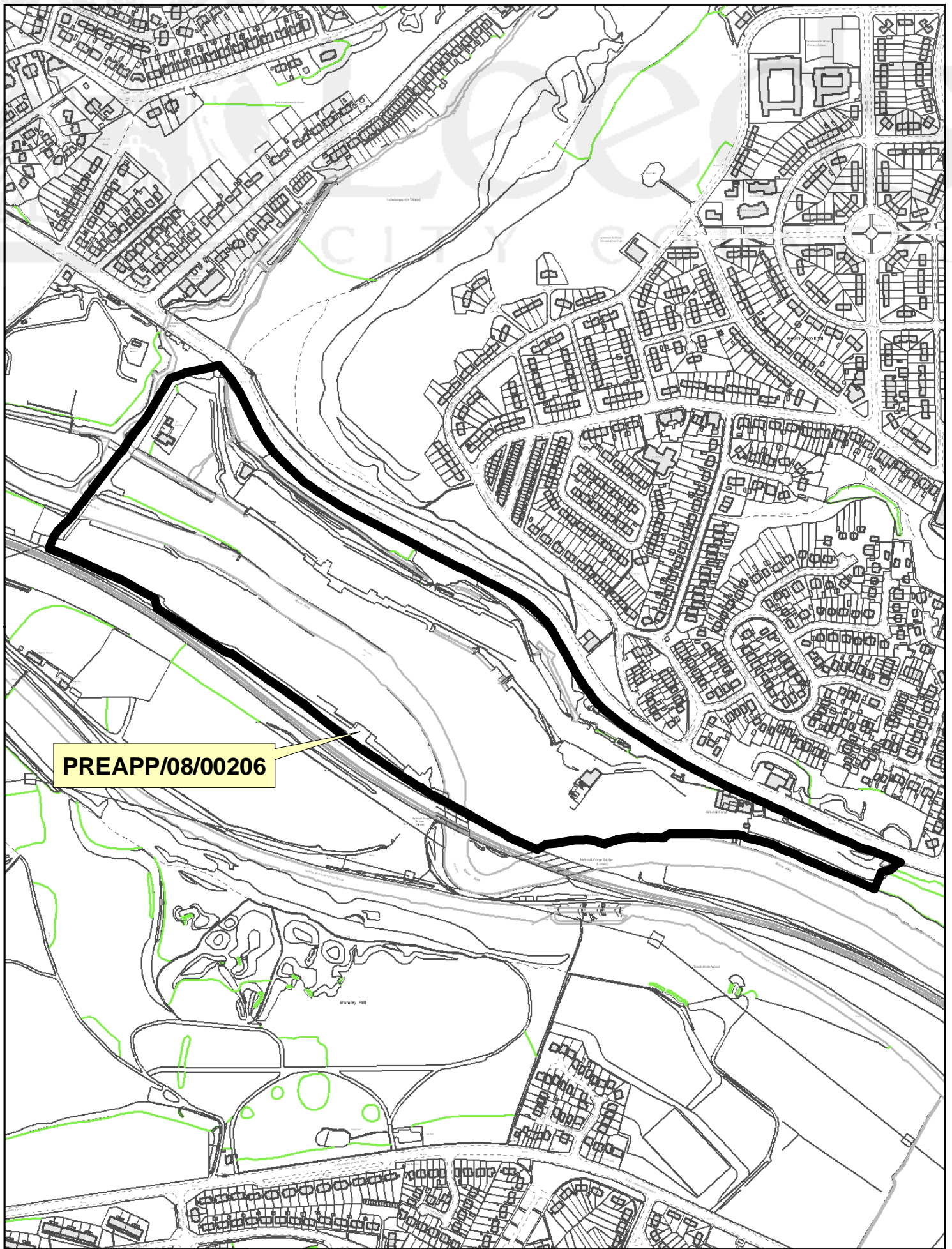
10.1 The site is one of the key regeneration sites in the city with outline permission for a mixed use redevelopment. The delivery of a new railway station at Kirkstall Forge (linked with the provision of a new rail station at Apperley Bridge) is facilitated and partly financed by this development.

10.2 The project has been delayed due to the economic downturn and has been revised to move it forward. The Train Station has also now received funding with a timetable that will encourage development of the site.

10.3 The delivery of this major brownfield site, in a sustainable location, supported by rail infrastructure must remain a key objective given the pressure on greenfield sites around the city. Panel are asked to note this update and Commercial Estate Groups' presentation.

- 10.3 Members are asked to comment on any matters they would wish to be considered as part of ongoing pre-application discussions.

Background Papers: Outline permission ref 24/96/05/OT, Panel Report 21st January 2010, application 11/01400/EXT and Panel Report 18th August 2011.



PREAPP/08/00206

WEST PLANS PANEL

