



PLANS PANEL (WEST)

Meeting to be held in Civic Hall, Leeds on
Thursday, 10th November, 2011
at 1.30 pm

MEMBERSHIP

Councillors

N Taggart (Chair)	B Chastney	P Wadsworth	T Leadley
Akhtarj	J Matthews	R Wood	
M Coulson			
K Groves			
J Hardy			
J Harper			

A G E N D A

Item No	Ward	Item Not Open		Page No
1			<p>APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS</p> <p>To consider any appeals in accordance with Procedure Rule 25 of the Access to Information Procedure Rules (in the event of an Appeal the press and public will be excluded)</p> <p>(*In accordance with Procedure Rule 25, written notice of an appeal must be received by the Chief Democratic Services Officer at least 24 hours before the meeting)</p>	
2			<p>EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC</p> <p>1 To highlight reports or appendices which officers have identified as containing exempt information, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.</p> <p>2 To consider whether or not to accept the officers recommendation in respect of the above information.</p> <p>3 If so, to formally pass the following resolution:-</p> <p>RESOLVED – That the press and public be excluded from the meeting during consideration of those parts of the agenda designated as containing exempt information on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information</p>	

Item No	Ward	Item Not Open		Page No
3			<p>LATE ITEMS</p> <p>To identify items which may have been admitted to the agenda by the Chair for consideration.</p> <p>(The special circumstances shall be specified in the minutes)</p>	
4			<p>DECLARATIONS OF INTEREST</p> <p>To declare any personal/prejudicial interest for the purpose of Section 81 (3) of the Local Government Act 2000 and paragraphs 8 to 12 of the Members Code of Conduct</p>	
5			<p>APOLOGIES FOR ABSENCE</p> <p>To receive any apologies for absence</p>	
6			<p>MINUTES</p> <p>To approve the minutes of the Plans Panel West meeting held on 13 October 2011</p>	3 - 8
7	Weetwood;		<p>APPLICATION 10/03063/FU - RICHMOND HOUSE SCHOOL, 168-170 OTLEY ROAD, LS16</p> <p>To consider a report of the Chief Planning Officer on an application for improvements to access and egress with new parking area to school and playing fields.</p> <p>(report attached)</p>	9 - 16

Item No	Ward	Item Not Open		Page No
8	Adel and Wharfedale;		<p>PRE-APPLICATION PRESENTATION - PREAPP/11/00518 - VACANT LAND, OFF HOLT LANE, ADEL, LS16</p> <p>To consider the report of the Chief Planning Officer and receive a pre-application presentation on the proposals for laying out of access road and erection of 46 dwellings with garages and landscaping.</p> <p><i>This is a pre-application presentation and no formal decision on the development will be taken, however it is an opportunity for Panel Members to ask questions, raise issues, seek clarification and comment on the proposals at this stage. There is no opportunity for public speaking about the proposals outlined in the presentation</i></p> <p>(Report attached)</p>	17 - 22
9	Guiseley and Rawdon;		<p>APPLICATION 11/02980/FU - GREENLEA CLOSE, YEADON, LS19</p> <p>To consider a report of the Chief Planning Officer for the erection of 30 dwelling houses</p> <p>(report attached)</p>	23 - 34
10	Otley and Yeadon;		<p>APPLICATION 11/01803/ADV - LEEDS BRADFORD INTERNATIONAL AIRPORT, WHITEHOUSE LANE AND VICTORIA AVENUE, YEADON, LS19</p> <p>To consider a report of the Chief Planning Officer on an application for 7 illuminated free standing hoardings.</p> <p>(report attached)</p>	35 - 44
11	Guiseley and Rawdon;		<p>APPLICATION 11/02690/FU - NETHERFIELD MILLS, NETHERFIELD ROAD, GUISELEY, LS20</p> <p>To consider a report of the Chief Planning Officer on an application for laying out of access and erection of 87 dwelling houses</p> <p>(report attached)</p>	45 - 54

Item No	Ward	Item Not Open		Page No
12	Farnley and Wortley;		<p>APPLICATION 11/02847/FU - 21 LOWER WORTLEY ROAD, WORTLEY, LS12</p> <p>To consider a report of the Chief Planning Officer for an application for retrospective change of use of shop (A1 use class) to Hot Food Takeaway (A5 use class).</p> <p>(report attached)</p>	55 - 62
13	Kirkstall;		<p>APPLICATION 11/03274/FU - BRIDGE ROAD, KIRKSTALL, LS5</p> <p>To consider a report of the Chief Planning Officer for an application for demolition of existing buildings and erection of retail development (Class A1) with food and drink facilities (Class A3), alterations to access arrangements, car parking and landscaping.</p> <p>(report attached)</p>	63 - 82
14	Farnley and Wortley;		<p>APPLICATIONS 11/03820/FU, 11/03826/FU AND 11/03828/LI - STONEBRIDGE MILLS, STONEBRIDGE LANE, WORTLEY, LS12</p> <p>To consider a report of the Chief Planning Officer which sets out the current position with the following applications:</p> <ul style="list-style-type: none"> • Application 11/03820/FU – laying out of access road and erect retail foodstore with service yard, covered and open car parking and landscaping • Application 11/03826/FU – conversion of listed buildings to form 17 flats • Application 11/03828/LI – listed building consent for conversion of listed buildings to form 17 flats <p>(report attached)</p>	83 - 98
15			<p>DATE AND TIME OF NEXT MEETING</p> <p>To note the date and time of the next meeting as Thursday, 8 December at 1.30 p.m.</p>	

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To:

Members of Plans Panel (West)
Plus appropriate Ward Members and
Parish/Town Councils

Chief Executive's Department
Democratic Services
4th Floor West
Civic Hall
Leeds LS1 1UR

Contact: Andy Booth
Tel: 0113 247 4325
Fax: 0113 395 1599
andy.booth@leeds.gov.uk
Your reference:
Our reference: ppw/sitevisit/
2011

Dear Councillor

PLANS PANEL (WEST) – SITE VISITS – THURSDAY, 10 NOVEMBER AT 1.30 pm

Prior to the next meeting of Plans Panel West there will be site visits in respect of the following;

- 1 10.20 on site – **Application 11/02847/FU** Retrospective change of use of shop (A1 use class) to hot food takeaway (A5 use class) – 21 Lower Wortley Road, Wortley - (Meet to the front of the premises if travelling independently) Leave 10.25
- 2 10.40 On site - **Application 11/01803/ADV** 7 illuminated advertisement hoardings – Leeds Bradford International airport – Whitehouse Lane and Victoria Avenue, Yeadon. (meet at the bus parked in the short stay drop off area if travelling independently. Passes will be provided to exit the short stay car park if required) Leave 11.40

Return to Civic Hall at 12.00 approximately

A minibus will leave the Civic Hall at 9.55 am prompt. Please contact Steve Butler Area Planning Manager (West) Tel: (0113) 2243421 if you are intending to come on the site visits and meet in the Civic Hall Ante Chamber at 10.00 am

Yours sincerely

Andy Booth
Governance Officer

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PLANS PANEL (WEST)

THURSDAY, 13TH OCTOBER, 2011

PRESENT: Councillor N Taggart in the Chair

Councillors J Akhtar, M Coulson, K Groves,
J Hardy, J Harper, T Leadley, J Matthews,
P Wadsworth, R Wood and D Wilson

54 Chair's Opening Remarks

The Chair welcomed everyone to the meeting of the Plans Panel (West).

He reported that site visits had been requested for the following items:

- Agenda Item 10 – Application 11/02847/FU – 21 Lower Wortley Road, Wortley, LS12
- Agenda Item 15 – Application 11/01803/ADV – Leeds Bradford International Airport

RESOLVED – That Agenda Items 10 and 15 be deferred to allow for site visits to take place.

55 Declarations of Interest

Councillor Taggart declared a personal interest in Agenda Item 12, Applications 11/03008/LI & 11/03009/FU – The Manor House and Clitheroe House, Our Lady and All Saints Church, Manor Square, Otley, LS 21 due to his position as Chair of West Yorkshire Joint Services Committee and the fact that the West Yorkshire Archaeological Service had made comment on the application. Councillor Hardy also made the same interest due to his position as a substitute Member of West Yorkshire Joint Services Committee.

56 Apologies for Absence

Apologies for absence were submitted on behalf of Councillor Chastney. Councillor D Wilson was in attendance as substitute.

57 Minutes

RESOLVED – That the minutes of the meeting held on 15 September 2011 be confirmed as a correct record.

58 APPLICATION 11/03274/FU - British Home Stores, Bridge Road, Kirkstall, LS5

The report of the Chief Planning Officer informed the Panel of progress on an application submitted by Metric Property, Kirkstall for a mixed retail development at the British Home Stores site on Bridge Road.

Members were shown site plans of the application and alterations that had been made were explained. These included access, car parking and the

Draft minutes to be approved at the meeting
to be held on Thursday, 10th November, 2011

service road. Ward Members had commented on the new proposals and had given their support and encouraged the developers to work with neighbours and community involvement. Further issues highlighted included the inclusion of an Ionic Clock, the use of car parking at the site by users of the rugby pitches, use of the footbridge and Section 106 contributions for public transport.

Members attention was brought to the conclusions in the report on which they were invited to comments. In response to Members comments and questions, the following issues were discussed:

- Further to concerns that there would be higher volumes of traffic, it was reported that a revised assessment had been carried out by Urban Traffic Control and there had been no further issues or significant differences to the previous scheme.
- Use of the footbridge – there was no formal permission granted to users of the rugby fields but it was used on a casual basis.
- Views across to Kirkstall Abbey – the proposed development was a storey lower than previous plans, there were no pictures of the view from the Abbey and these would be provided before the determination stage.
- Concern regarding the reduction in car parking – it was reported that discussions to increase the proposed car parking were ongoing.
- Public transport contribution – this did not include the New Generation Transport scheme.
- Environmental works – work along the river boundary and the provision of a survey on Otters.

RESOLVED – That the proposals be agreed in general.

(Councillor Taggart declared a personal interest in this item due to his position as a Board Member of Kirkstall Valley Park and Councillor Harper declared a personal and prejudicial interest due to previous discussions surrounding the application and left the meeting following her declaration and took no part in the discussion or decision making on this item)

59 APPLICATION 11/03503/FU - Adjacent to Emmott House, Town Street, Rawdon, LS19

The report of the Chief Planning Officer referred to an application for an amendment to an approved application for a 4 bedroomed detached dwelling house with integral garage on land adjacent to Emmott House, Town Street, Rawdon. The application had been referred to Plans Panel because of its retrospective nature.

A site visit had taken place earlier in the day and Members were shown copies of the site plans, original site plans and photographs of the development.

The application had been made for re-siting as the building had been erected 2 metres closer to Emmott House than in the original plans. There were also

amendments to the elevation of the building. Objections had been raised by the owner of Emmott House. It was further reported that there had been a previous approved application for Emmott House to have an extension at the front which would face the new building. This application had now expired.

The objector to the application addressed the Panel and raised concerns regarding the distance of the new building to Emmott House, the height of the building and that amendments to the application had been made without his knowledge or being informed by Leeds City Council. Members questioned the objector and issues discussed included the progress on the building works and the previous application for an extension to Emmott House.

The agent for the application addressed the Panel and referred to the previous application that was granted and the revisions that had been made which led to the submission of the second application. In response to Members comments and questions, it was reported that planning permission had been granted prior to the sale of the land concerned and confirmed that a hedge closer to Emmott House than on the plans and the reason for the new building to have been erected in its position.

RESOLVED – That the report be approved subject to the conditions specified in the report.

60 APPLICATION 11/02569/FU - 82 Moorland Road, Pudsey, LS28

The report of the Chief Planning Officer referred to the application that was presented to the September meeting of Plans Panel (West). It was reported that Building Control had met on site with the applicants and builder and that agreement had been reached for identified defects to be rectified. Building Control would continue to monitor the development. Further discussion was held regarding the patterned brickwork on the development and the removal of the first floor of the extension. The Panel was informed that neighbours were happy with the revised proposals and amendments and Members were asked to consider giving a time limit for the works to be carried out.

RESOLVED – That the application be approved and that works be completed within a nine month time limit.

61 APPLICATION 11/02795/EXT - Former Woodside Dyeworks, Low Lane, Horsforth, LS18

The report of the Chief Planning Officer informed Members of an application for the extension of time for the implementation of an outline planning permission (reference 08/04075/OT).

It was reported that there was a proposed change to the provision of affordable housing within the application and also a change to the developers contributions.

In response to Members comments and questions, the following issues were discussed:

- Inclusion of rail travel with Metrocard contributions. Concern was raised that there had been changes to the price of Metrocards since the initial application and it was requested that a revised figure be pursued.
- Concern that the provision of affordable housing didn't reflect what was previously agreed. It was reported that Council policy had changed since the initial application.

RESOLVED – That the application be delegated to the Chief Planning Officer for approval subject to the conditions outlined in the report and subject to revisions for the metro card provision regarding the inclusion of rail travel and pricing.

Councillor Leadley requested that his abstention from the voting on this item be recorded.

62 APPLICATIONS 11/03008/LI & 11/03009/FU - The Manor House and Clitheroe House, Our Lady and All Saints Church, Manor Square, Otley, LS21

The report of the Chief Planning Officer was brought to Plans Panel following a request by a Ward Member who was concerned about the impact of the proposed parking on the setting of the listed building and character and appearance of the conservation area. There was also concern about the detail of the rear elevation of the extension to Clitheroe House.

Photographs and site plans were shown at the meeting.

In response to Members comments and questions, the following issues were discussed:

- Car parking could be restricted to occupants of the apartments.
- That occupancy of the apartments be kept under control of the Diocese.
- Disappointment was expressed that the opportunity to improve the rear elevation of the extension had not been taken.

RESOLVED – That the planning permission and listed building consent be granted, subject to the conditions discussed and detailed in the report.

63 Application 07/01373/FU - Carnegie College Campus, Church Wood Avenue, LS16

The report of the Chief Planning Officer detailed a request to vary permission granted in 2008 regarding a Section 106 agreement that stipulated that student occupiers undertook not to use a car in association with their occupation of the flats. It was reported that there was spare capacity for parking at the campus and a proposal to allow students to use the parking had arisen following discussions with Leeds Metropolitan University, Ward Members and local residents further to concerns regarding parking on local streets.

In response to Members comments and questions, the following issues were discussed:

- Enforcement issues
- Provision of resident only parking in the surrounding areas.
- A suggestion that Leeds Metropolitan University could contribute towards the provision of resident only parking zones.

RESOLVED – That the proposed variation to the S106 legal agreement to permit the use of the car park by student occupants of the flats at the campus be agreed.

64 APPLICATION 11/02910/OT - Netherfield Mills, Netherfield Road, Guiseley, LS20

The report of the Chief Planning Officer which referred to a recent appeal decision following a public inquiry. The planning permission granted on appeal was an outline consent which was valid until March 2014, and was subject to a requirement to provide affordable housing at a ratio of 30% which was Council policy at the time of the appeal decision in March 2011. Following the approval of an Interim Affordable Housing Policy by the Executive Board in May 2011 which reduced the ratio of affordable housing to 15%, the applicant had submitted an application on the basis of provision at the 15% level.

Further issues in relation to the application included the following:

- Developer contributions
- The applicants would be on-site from December 2011 and would be building 40 dwellings per year
- There would be a further application from the developer.
- Removal of a condition regarding surface water control
- A query regarding sustainable homes certification in relation to building regulation changes.

RESOLVED – That the application be deferred and delegated for approval subject to the signing of a Section 106 agreement within three months from the date of the resolution to ensure the developer contributions outlined in the report and subject to other conditions also outlined in the report.

65 Date and Time of Next Meeting

Thursday, 10 November 2011 at 1.30 p.m.

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Originator: Terry Moran

Tel: 0113 39 52110

Report of the Chief Planning Officer

PLANS PANEL WEST

Date: 10th November, 2011

Subject: APPLICATION NUMBER 10/03063FU – IMPROVEMENTS TO ACCESS AND EGRESS WITH NEW PARKING AREA TO SCHOOL AND PLAYING FIELDS AT RICHMOND HOUSE SCHOOL, 168 - 170 OTLEY ROAD, LEEDS. LS16 5LG

APPLICANT

Richmond House School

DATE VALID

12 July 2010

TARGET DATE

06 September 2010

Electoral Wards Affected:

Weetwood

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

Grant permission subject to the following conditions.

1. Standard 3 year time limit.
2. Details of approved plans
3. Car park to be surfaced and sealed prior to commencement of use to prevent surface water discharge to the highway
4. 2 motorcycle parking spaces to be provided on site
5. Landscaping scheme to be approved
6. Standard surface water drainage condition
7. Existing culverted watercourse to be investigated and remediation works carried out as required.
8. Area of pitch identified to be upgraded within 12 months of the car park being brought into use, in accordance with a scheme to be submitted.
9. Submit and implement a Travel Plan
10. Scheme for parking restrictions on Glen Road to be agreed in writing prior to commencement of development and implemented to an agreed timetable
11. A scheme setting out details of a Community Use agreement shall be agreed in writing prior to commencement of development.

1.0 INTRODUCTION:

- 1.1 This application has previously been heard by Members of the West Plans Panel in July 2011.
- 1.2 The application was deferred at the July meeting as Members required clarification and reassurances that the parking area would be properly managed so as to avert parking in local streets and/or on the A660, and that agreement should be sought on funding for local waiting restrictions.
- 1.3 The application is now brought back to Members following further discussions between the applicant, the Highways Engineer and local residents. The discussions have focused on traffic regulatory matters, with the applicant having now agreed to provide a contribution toward a range of TRO's incorporating two hour waiting restrictions on the North side of Glen Road and also to ensure that a scheme is implemented to control and monitor access/egress to the site by parents/visitors. The applicant has also submitted an additional statement setting out the reasoning behind the total number of parking spaces to be provided and has agreed that the surface of the car park will be permeable, as requested by Members.
- 1.4 It should be noted that advice has been obtained from the Highways Officer that it is not practical to create a no-parking clearway along this section of the A660.

2.0 PROPOSAL:

- 2.1 The proposal seeks to layout a new car park on an area of school playing fields, with access from Glen Road. The car park is to have a permeable surface.
- 2.2 The proposed car park is for use by staff members with a drop-off and pickup area for parents. It incorporates parking spaces for 58 cars (including 4 disabled parking spaces) and a drop-off area for 12 cars. The car parking figure incorporates 15 spaces for staff.
- 2.3 The above number of spaces is based on catering for approximately two-thirds of the number of peak-time visitors to the site. The applicant has also indicated that the school is prepared to provide additional funding to introduce 2 hour waiting restrictions on the northern side of Glen Road.
- 2.4 The proposed drop-off area is aimed at parents of older children, and will be supervised by an additional member of staff who will oversee children's safety so as to reduce the length of time spent on site by visiting parents.
- 2.5 The scheme also involves a re-ordering of the existing sports pitches, involving the laying out of a new petanque court and other associated ground improvements. There have been significant amendments to the scheme since it was first submitted, which originally proposed a new road bisecting the site and additional car parking to the north of the site, but instead now proposes a car park and drop-off area to the southern edge of the school site.

3.0 SITE AND SURROUNDINGS:

- 3.1 The site comprises an independent school serving children from 3 to 11 years of age, which is located just off the Otley Road (A660), and a substantial area of playing fields, within a predominantly residential area. The northern boundary of the site is adjacent to low-density pre-war housing of good quality stock, whilst the eastern boundary adjoins larger, more mature dwellings of significant character. The site slopes gently up from South to North.

3.2 There are three access points to the site, which are Cross Glen Road, Glen Road and Weetwood Lane.

3.3 A large part of the site is segregated from the highway by fencing at approximately 1.8m high.

4.0 RELEVANT PLANNING HISTORY:

4.1 Following a review of the Council's records the following planning history on the site is considered relevant:-

- 09/02904/FU - Improvements to access, egress and internal link road to school and playing fields. Withdrawn, 26/08/2009.

5.0 HISTORY OF NEGOTIATIONS:

5.1 As part of the application process, the application has been amended significantly, having originally incorporated a new access road across the site with a turning area.

5.2 The applicant has also taken part in further meetings with local residents and Highways since the application was last considered by Members and has agreed to provide additional funding to create 2 hour waiting restrictions on Glen Road.

5.3 The scheme now makes no reference to a new access road, instead featuring a new parking area with drop-off points to the south-western side of the site.

5.4 Environmental improvements have also been incorporated which result in the bringing back into use of an area of land within the site to make it useable for sport and recreation, following protracted discussions with Sport England, thus resulting in no overall loss of usable sports pitches, which will form the subject of a condition.

6.0 PUBLIC/LOCAL RESPONSE:

6.1 This application was advertised via site notices and also with an advert in the Press. 56 letters of representation have been received from local residents and other interested parties, of which 3 are letters of support, 52 are objections and one is a letter of comment from Ward Councillor Sue Bentley. A large number of these representations relate to the original drawings and refer to the impact on residential amenity which would result were the car park to be laid out on the Northern edge of the site. The application was re-advertised in May of this year, with a total of 22 letters of objection in response to the revised scheme. Objections relate to highway safety and in particular additional traffic and parking on surrounding streets, particularly Glen Road, visual amenity, lack of consultation with the local community and loss of playing pitches.

6.2 Councillor Sue Bentley has also commented on this application, requesting that it be brought to Panel in light of the level of local interest.

7.0 CONSULTATION RESPONSES:

Statutory Consultees

SPORT ENGLAND.

7.1 Originally objected to the proposals but have now withdrawn their objection, stating that the proposal now meets the requirements of one of the exceptions of Policy E4,

in that the playing field or playing fields, which would be lost as a result of the proposed development, would be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development. This is based on a report prepared by a specialist sports turf consultant, commissioned by the developer, which shows that the area of sports pitch lost to car parking is unusable as a sports pitch without extensive engineering works. The area of sports pitch lost to car parking measures 1800m² whilst the compensation area gained will be between 1950m² and 2450m² depending on ground conditions and pitch specification for the area.

Non- Statutory Consultees

HIGHWAYS:

- 7.2 No objection to the current scheme, subject to contributions being provided for TRO's relating to the widening of the access to the car park and the submission of a Travel Plan.

LANDSCAPE:

- 7.3 No objection to current scheme.

DRAINAGE:

- 7.4 No objection subject to conditions relating to porous surfacing, monitoring of discharges and submission of a report into the status of the existing watercourse.

ACCESS:

- 7.5 No objection to the current scheme.

8.0 PLANNING POLICIES:

- 8.1 As required by Section 38(6) of the Planning and Compulsory Purchase Act 2004 this application has to be determined in accordance with the Leeds Unitary Development Plan (Review 2006) unless material considerations indicate otherwise.

Development Plan:

- 8.2 The most relevant Policies in the adopted Leeds Unitary Development Plan are listed below.
- Policy GP5 refers to detailed planning considerations and states that development proposals should seek to avoid loss of amenity.
 - Policy N6 states that development of playing fields will not normally be permitted unless there are special circumstances including a demonstrable net gain and no shortage of pitches in the local area.
 - Policy N25 seeks to ensure that site boundary treatments are designed in a positive manner which is appropriate to the setting and character of the area.
 - Policy T2 seeks to avoid any harm or detriment to all users of the highway.
 - Policy T6 states that adequate access provision must be made for the disabled.
 - Policy T7a states that all development must provide adequate and secure means of cycle storage.
 - Policy T24 sets out specific criteria for parking provision.

National Guidance/Statements:

- 8.3 In addition to the principal elements of planning policy other advice contained in Planning Policy Guidance Notes and replacement national Planning Policy Statements (PPS) may be relevant, including;
- PPS-1 – Delivering Sustainable Development This PPG sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system.
 - PPG-13 Transport: This PPG's objectives are to integrate planning and transport at the national, regional, strategic and local level, to promote more sustainable transport choices both for carrying people and for moving freight, to encourage the active management of the pattern of urban growth and improve accessibility on foot and cycle.
 - PPG-17 - Sport and recreation. This sets out the policies needed to be taken into account by regional planning bodies in the preparation of Regional Planning Guidance (or any successor) and by local planning authorities in the preparation of development plans (or their successors).

9.0 MAIN ISSUES:

- 9.1 Having considered this application and representations, it is the considered view that the main issues in this case are:
- Highway Safety
 - Community Involvement
 - Visual amenity
 - Loss of protected playing pitches and greenspaces
 - Watercourses and culverts
 - Summary and recommendation.

10.0 APPRAISAL:

Highway Safety:

- 10.1 The scheme raises a number of issues with regard to highway safety, as the school has a very wide catchment area covering Leeds, Bradford, Harrogate and other parts of North and West Yorkshire, which means that children are generally brought to the school by car.
- 10.2 The school has attended a number of meetings with Planning Officers and Highways Officers, and it is clear from those meetings that traditional methods of reducing car journeys, such as school buses or shared journeys, are less effective due to the wide range of journeys and destinations involved. The school has in fact explored a wide range of solutions aimed at reducing car travel direct to the school, with a "Park and Stride" scheme operating between the school and the nearby Village Hotel site whereby some parents are able to park at the hotel and walk down to the school with their children. Such schemes, however, have proven insufficient overall in providing safe and practical means for parents of very young children to safely drop off and/or collect them. The current scheme aims to significantly reduce the impact of car travel to and from the site by providing a designated drop-off area within the school grounds whilst at the same time creating a more formal parking area for staff members.
- 10.3 Since the July Panel meeting, the applicant has written to the department to emphasise that measures will be taken to oversee the use of the car park by

parents so as to prevent bottlenecks or undue delays happening, and that all attempts will be made to prevent overspill parking on the A660..

- 10.4 Highways Officers have been involved in additional negotiations on the proposal since the application was last heard at Panel, including further meetings with the school and local residents. A number of changes have been agreed, specifically that Highways are now satisfied that the introduction of 2 hour waiting times on the north side of Glen Road can be funded through additional developer contributions to TRO's and also that the school will use an additional member of staff to monitor access and egress from the site by parents and teachers as a means of improving the use of the car park. Additionally, older children will accompany younger children under the supervision of this staff member from the new drop-off points so that parents can arrive and depart more quickly than at present, safe in the knowledge that their children are being looked after. In light of these improvements, it is therefore considered that the proposal will result in an overall improvement in terms of highway safety and also reduce in a net decrease in levels of congestion at peak times as parents will be able to drop off their children within the school grounds more quickly instead of potentially blocking traffic on Glen Road and other adjacent streets as currently happens.
- 10.5 The net effect of the scheme will therefore be to reduce numbers of cars parked on local streets by visitors to the school, which is considered both positive and beneficial with regard to highway safety. Officers therefore support the scheme on that basis.

Community involvement:

- 10.6 There have been a number of representations received which infer that the school has failed to interact with the local community, with proposals being presented as a fait-accompli. The school has in fact recently attended a meeting at which officers from Planning, Highways, the school governors and community representatives were in attendance. At this meeting, it was apparent that the school wishes to work with the local community to overcome issues relating to access and parking. Officers are therefore keen to work alongside the school in an effort to improve and enhance community relations when considering this proposal.
- 10.7 The school has also engaged in additional meetings since the July Panel with local residents and the Highways Engineer to discuss further traffic regulation orders on Glen Road with a two hour waiting restriction, for which a financial contribution by the school has been agreed.

Visual amenity:

- 10.8 The proposed parking area is positioned to the Southern end of the site, adjacent to Glen Road. A number of planted areas are incorporated in the scheme on the outer edges of the parking areas, with other mature trees to be retained on the highway frontage, final details of which are to form part of a Landscaping condition. This is considered acceptable in terms of visual impact.

Protected greenspace and playing pitches:

- 10.9 The proposal is in on land allocated as Protected Playing Pitches in the Adopted Unitary Development Plan. An initial consultation with Sport England raised an objection to the proposal due to the loss of protected playing pitches contrary to guidance within PPG:17.

- 10.10 The current scheme has been carefully reworked to take those concerns into account, and now involves the upgrading of an unusable area of ground within the school for use as a sports pitch, meaning that there will be no net loss of usable sports pitches as the area to be laid out for parking will be smaller in area than the new upgraded area of land. On this basis, Sport England now considers that the proposal is acceptable subject also to a Community Use agreement to ensure that the pitches will be available for community use.

Watercourses and culverts:

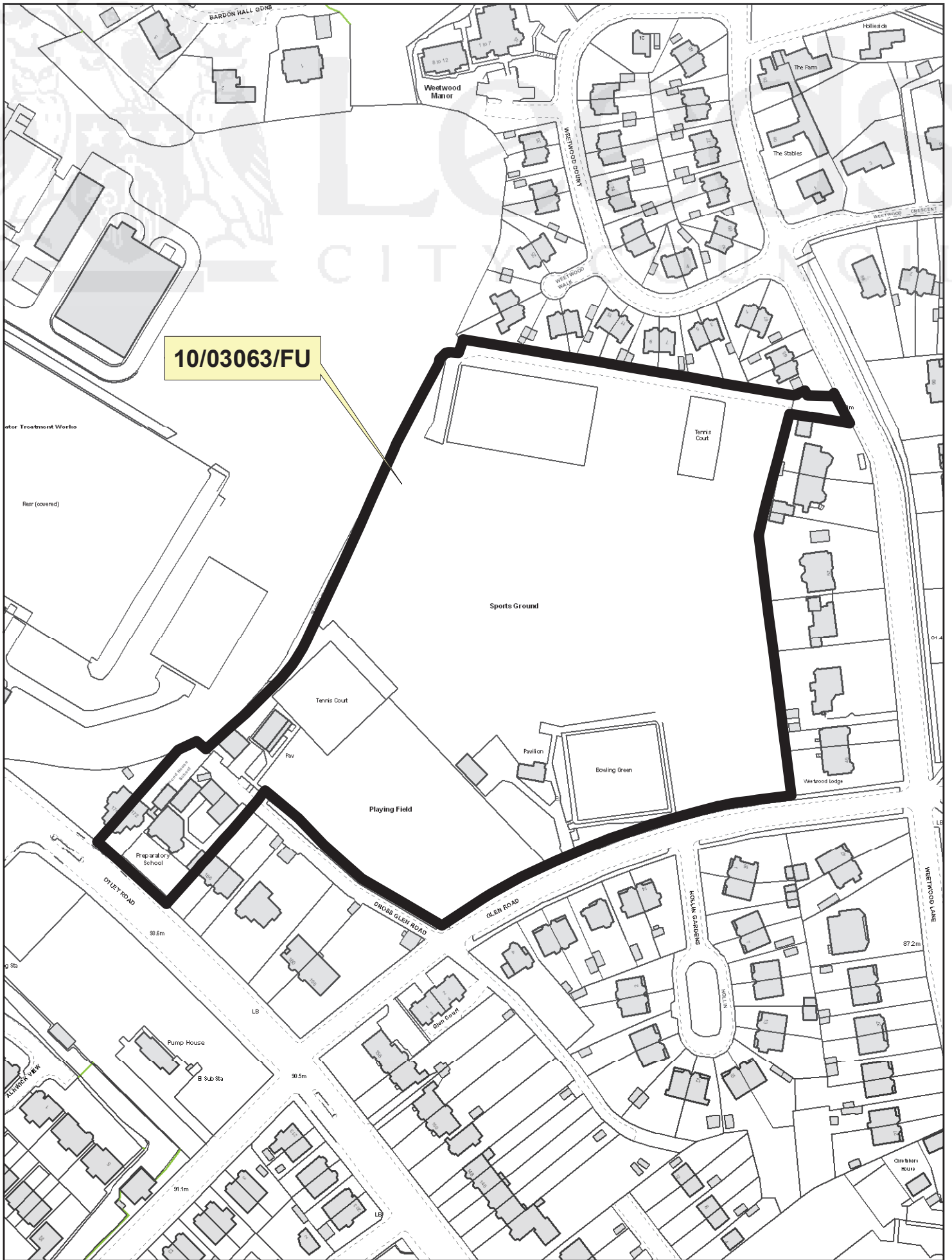
- 10.11 Concerns have been raised that the proposed parking area would be laid out in an area where a watercourse is believed to exist. Mains Drainage have indicated that this matter requires investigation by the developer and it will therefore be conditioned accordingly.

11.0 CONCLUSION:

- 11.1 Officers consider that the proposed car park and drop-off area will result in a marked improvement on the existing arrangements for parking at the school, and will provide a more ordered and controlled level of access and egress from the school grounds. It is considered that the introduction of additional waiting restrictions will significantly reduce current levels of congestion in Glen Road and that the overall effect of the scheme will be positive.
- 11.2 The proposal is likely to improve existing traffic flows both to and adjacent the site, resulting in an overall improvement to existing arrangements. There is also likely to be no undue impact on existing levels of neighbouring residential amenity. Approval is therefore recommended subject to the conditions outlined at the head of this report.

Background Papers:

Application and history files.



EAST PLANS PANEL



Originator: Jade Corcoran

Tel: 0113 3950003

Report of the Chief Planning Officer

PLANS PANEL WEST

Date: 10th November 2011

**Subject: PRE-APPLICATION PRESENTATION
LAYING OUT OF ACCESS ROAD AND ERECTION OF 45 DWELLINGS WITH
GARAGES AND LANDSCAPING TO VACANT LAND OFF HOLT AVENUE,
ADEL**

APPLICANT
David Wilson Homes

DATE VALID
Not applicable

TARGET DATE
Not applicable

Electoral Wards Affected:

Adel & Wharfedale

No 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 report, the presentation put forward by the applicant and are invited to comment in relation to the key issues of:

- The design, materials, siting, scale and massing of the dwellings;
- The location and design of the public open space and other landscaping arrangements; and
- Highway matters.

1.0 INTRODUCTION:

1.1 This pre-application report is brought to Panel due to the history associated with the site, scale of development and the high level of local interest in the proposal. The site is in phase 2 housing allocation. The principle of residential development was allowed on appeal in May 2011 when Outline planning permission was granted.

2.0 PROPOSAL:

2.1 The applicant, David Wilson Homes, is proposing to layout an access road and erect 45 houses with garage and landscaping. In the main, the properties are

relatively large detached dwellings that will be between two and two ½ storeys in scale. The exception to this is two semi-detached properties fronting Otley Road and one terrace, of 3 houses, to the south of these dwellings.

- 2.2 The site area (red line boundary) are slightly bigger than the original proposal (09/04190/FU) as the developer has managed to acquire 37 Church Lane.
- 2.3 The site is divided into two by a drainage channel and the associated easement, which has been utilized as part of the public open space. Dwellings will flank the south-east and north-west sides of the public open space, which provides pleasant views for the dwellings and the necessary surveillance. A footpath is proposed to run to the north-west side and opens out at the southern most point to connect with other paths. This area of the public open space is wider and of more use for recreation.
- 2.4 The highway/engineering works have been balanced between safety and providing an attractive environment to live in. all the dwellings will be accessed off Holt Avenue. To gain access the visitor would approach Holt Avenue from Church Lane, with additional pedestrian access available via Otley Road to Church Lane.

3.0 SITE AND SURROUNDINGS

- 3.1 The site lies on the edge of the urban area of Adel. The site is located on the north side of Holt Avenue and to the west of Church Lane. The A660 Otley Road runs to the west of the site boundary which fronted by a mature tree line. To the north of the site the boundary is also defined by tree and hedge cover.
- 3.2 The site itself comprises two fields in agricultural use, allocated in the UDP as a phase 2 housing site. The site is therefore greenfield in nature showing no signs of any form of previous development. The topography of the site is undulating with a central drainage channel running through the site. The site is also located some 400m from St Johns the Baptist Church which is a grade I listed building.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 Following a review of the Council's records the following planning history on the site is considered relevant:-
- 09/04190/FU: Laying out of access road and erection of 70 dwellings with garages and landscaping. Refused on 24.12.2009. Allowed at Appeal on 09.05.2011

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 The starting point for negotiations was the appeal decision. During the appeal process it was acknowledged that the Council's Design evidence was very strong and so the application was altered by the appellants from a full to an outline. All matters were reserved so the appeal only established principle, which the Inspector concluded was acceptable. Therefore, the Design Officer's evidence was taken as a starting point for negotiation on the current proposal.
- 5.2 Since the appeal comprehensive discussions between the applicant, officers and local residents have been ongoing. Discussion has been focused on the following key issues:
- Improving the movement and connectivity of the layout
 - Improving the visual amenity of the layout to Otley Road

- The intensity of highway/paved squares
- Consistent house types respecting the character and appearance of the area
- The usability of the public open space
- Highway safety

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 In order to ensure that stakeholders and the local community were provided with any opportunity to contribute their views on the emerging design, the applicant's planning representative organized a consultation programme. In the first instance a public exhibition and presentation to Adel Association was given. Following on from discussion with the Local Planning Authority a letter was sent by the applicant's planning team to Councilor Anderson, the Adel Association, and to the residents of Holt Avenue and Holt Gardens to inform them of further changes.
- 6.2 The public exhibition was held on the 21st July 2011 at 'The Old Stables', Adel. Local residents were notified of the event via site notices posted close to the site. The Development Team have indicated that approximately 150 residents attended the meeting. The development proposals were displayed for attendees to examine and comment forms were made available. In addition, the developer, the architect and the planning team were available to discuss the proposal. The exhibition was concluded with a formal presentation to Adel Association. Thirty-one responses were received in relation to this consultation exercise.
- 6.3 Six generally supportive responses were received in relation to the letter sent to local residents. The correspondence asked for specific comments relating to materials. The applicant and the Local Planning Authority have put forward Rustic Brick. Comments received back from residents suggested an alternative of stone and render.

7.0 PLANNING POLICIES:

- 7.1 The development plan for Leeds comprises the Regional Spatial Strategy for Yorkshire and The Humber (published in May 2008), and the Leeds Unitary Development Plan Review (July 2006), policies as saved by direction of the Secretary of State, dated September 2007.

7.2 UDP (adopted July 2006)

- GP5: General Planning Considerations.
- N4: Provision of Greenspace.
- N12: Urban Design
- N13: Design of Urban Environment
- H1: Provision For Completion of the Annual Average Housing Requirement Identified in The RSS.
- H3: Delivery of Housing Allocated Sites.
- H11/H12/H13: Affordable Housing.
- T2: Transport Infrastructure.
- T24: Parking Provision.
- BD5: General Amenity Issues.
- LD1: Landscape Schemes.

7.3 Government Guidance

- 7.3.1 PPS1: Delivering sustainable development.
- 7.3.2 PPS3: Housing.

8.0 MAIN ISSUES:

- 8.1 The following issues have been identified as being matters which Members may wish to consider and provide views on:
- The design, layout, scale and massing of the development;
 - The pallet of materials; and
 - Highway safety

9.0 APPRAISAL:

- 9.1 The pre-application scheme that was originally tabled in July was considerably smaller in terms of house numbers than the proposal discussed at appeal. Since the appeal scheme was designed Planning Policy Statement 3 has been revised to remove minimum densities for new housing development. Secondly, the Leeds City Council affordable housing requirement has been reduced. Both of these changes provide the opportunity for a less intensive scheme that provides the space to produce a development that respects the character and appearance of the area.
- 9.2 Since July the developer has been undertaking discussions with the Local Planning Authority and the residents. During this time several improvements have been made to the layout to ensure that the proposal responds to character of the area. To ensure that urban structure appears more traditional the overly intensive paving elements/squares have been removed. Particular attention has been paid to the properties adjacent to Otley Road; the properties now front Otley Road and there is no longer extensive areas of garages facing the boundary. Efforts have been made to establish routes and connections so residents can move through the site safely and easily. In addition, changes have been made to the layout to ensure that residents can walk from the east side of the development to the west on foot easily.
- 9.3 The character of Adel can be defined as detached or semi-detached houses of generally 2 storeys high. Therefore, it was important that the proposed property types reflected this. To ensure that there is a sense of place when visiting the development, discussion has also focused on making sure the design detail of the dwellings is consistent. **Members may wish to comment on the design, siting, scale and massing of the dwellings.**
- 9.4 The public open space has been redesigned and enlarged over the course of discussions. It was considered important by officers that it sits well within the development and can form a meaningful space that can also be enjoyed as a visual amenity by the residents. To achieve this the southern end of the space has been enlarged and properties have been orientated so it can be appreciated visually and have a degree of natural surveillance. **Officers would appreciate members comments on the location and design of the public open space and other landscaping arrangements.**
- 9.5 In terms of materials, as previously outlined, officers and the developers would prefer a Rustic Brick and artificial slate tile. However, the local residents would like stone and render. The other alternative suggested by the developer is using

artificial stone and slate tile for all dwellings. **Officers would appreciate members comments on this element.**

9.6 There has been on going discussion between officers and the developer to ensure that the proposal meets highway safety criteria. Efforts have been made to make certain that the correct visibility splays are met at junctions; accident and emergency vehicles can access all areas of the site; refuse vehicles are not having to reverse great distances; and, footpaths are provided were distances are too great for home zones. There are other matters currently being discussed between the highways officer and the architect. However, these are considered relatively minor matters that it is envisaged can be resolved but **Members comments would be appreciated on highway matters.**

9.7 The proposal would provide 15% affordable housing on site (in accordance with Interim Policy) and public open space on site. If required, the developer will also contribute towards off site public open space, education and transportation in accordance with UDP policies. A S106 agreement will be required to cover these elements. The developer has agreed to submit the application under a Planning Performance Agreement (PPA). It is envisaged that the application will be submitted in November and brought to Panel in February 2012 for a determination.

10.0 CONCLUSION:

10.0 Members are requested to note the contents of this report and are invited to comment in relation to the key issues identified:

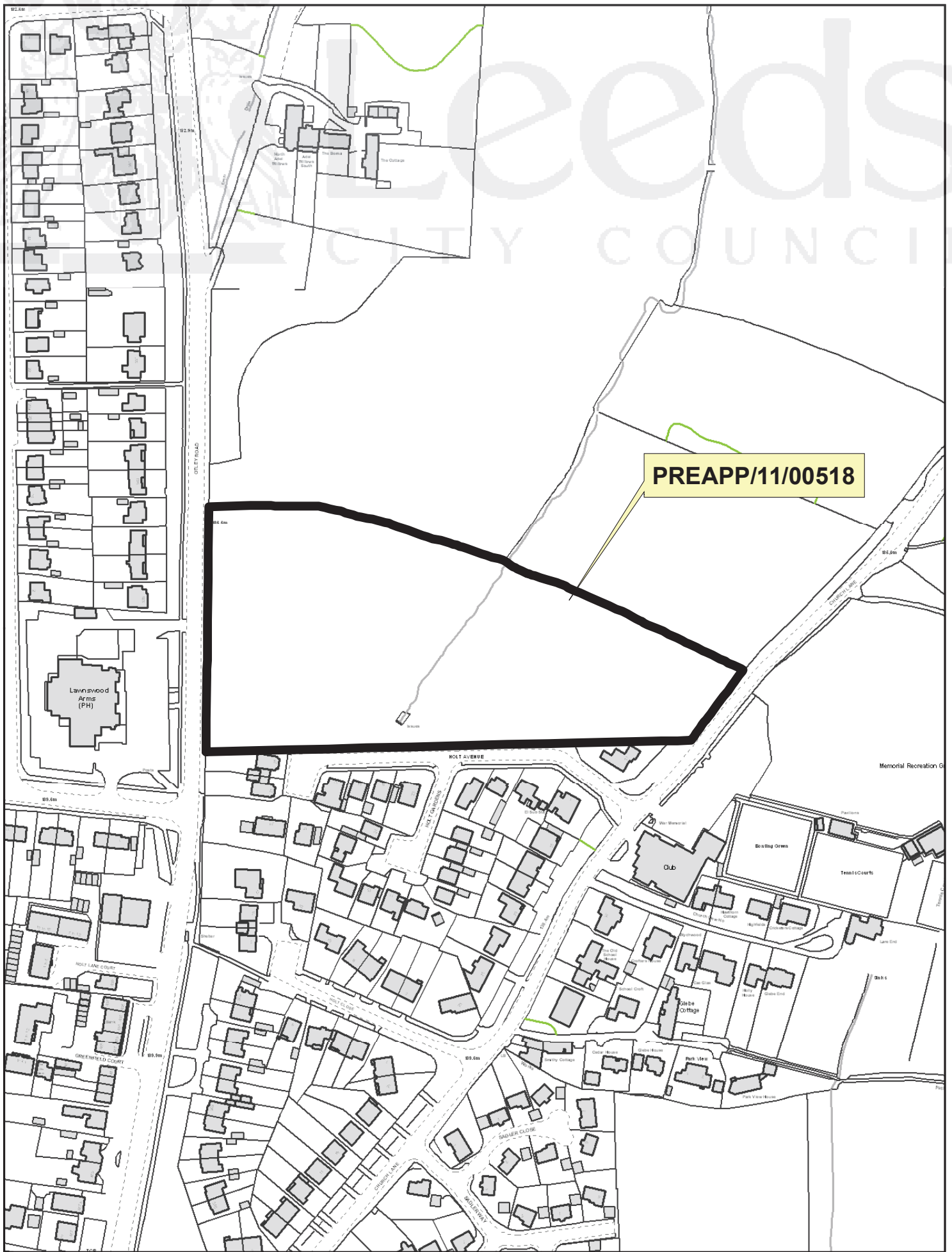
- The design, materials, siting, scale and massing of the dwellings;
- The location and design of the public open space and other landscaping arrangements; and
- Highway matters.

and any other matters considered relevant.

Background Papers:

09/04190/FU

APP/N4720/A/10/2119622



WEST PLANS PANEL



Originator:	Tim Poupard
Tel:	0113 2475647

Report of the Chief Planning Officer

PLANS PANEL WEST

Date: 10 November 2011

Subject: APPLICATION 11/02980/FU – ERECTION OF 30 DWELLING HOUSES AT GREENLEA CLOSE, YEADON, LEEDS, LS19 7JL.

APPLICANT	DATE VALID	TARGET DATE
Charles Church Yorkshire	14 July 2011	13 October 2011

Electoral Wards Affected:

Guiseley & Rawdon

Yes	Ward Members consulted (referred to in report)
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Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

DEFER AND DELEGATE approval to the Chief Planning Officer subject to the signing of a Section 106 agreement within three months of the date of this resolution to ensure the following: -

- 15% Affordable Housing built on site;
- Greenspace contribution of £84,222.96; and
- Residential Metro Card scheme for residents of £12,117.60.

and subject to the following conditions:

1. Time limit on full permission (2 years).
2. In accordance with approved plans.
3. Details of Levels.
4. PD right removal (Garages).
5. Details of sustainable components and energy efficiency measures for the dwellings to be agreed.
6. Details and samples of external walling, roofing and surfacing materials to be submitted.
7. Details of boundary treatments to be approved and carried out including existing stone boundary wall)
8. Landscape scheme to be submitted and implemented
9. Landscape Maintenance Scheme
10. Tree protection

11. Replacement trees
12. Biodiversity enhancement measures including bird and bat roosts;
13. Area used by vehicles laid out, surfaced and drained;
14. Details of cycle parking;
15. Max gradient of the vehicular accesses;
16. Other relevant highway conditions
17. Specified operating hours (construction); no Sunday / Bank Holiday operations;
18. Construction management plan;
19. Bin storage details;
20. Relevant drainage conditions
21. Relevant land contamination conditions
22. (relevant land contamination informatives).

Reason for approval: The application is considered to comply with policies SA1, SP3, SP4, GP5, GP7, GP9, E7, BD2, BD5, H1, H3, H4, H11, H12, H13, LD1, N2, N4, N12, N13, N18A, N18B, N19, N20, N22, N23, N25, N38B, N39A, T2, T2C, T2D, T15, T24 of the UDP (Review 2006), and relevant supplementary guidance and having regard to all other material considerations, as such the application is recommended for approval.

1.0 INTRODUCTION:

- 1.1 This application is brought to the Plans Panel because it relates to a substantial development proposal.
- 1.2 This application is also brought to the Plans Panel as, although the site benefits from an outline consent which remains valid until 20 October 2014, the house builder has decided to resubmit a fresh full detailed application to take advantage of the current lower affordable housing requirements.
- 1.3 On 18 May 2011, the Council's Executive Board approved an Interim Affordable Housing Policy which, in the case of this site, now requires affordable housing at a lower ratio of 15%. The applicant has submitted the current application on the basis of provision at this 15% level.

2.0 PROPOSAL:

- 2.1 The application seeks full planning permission for 30 dwellings on 1.06 hectares of land with a range of accommodation from 2 to 5 bedroom houses and storey heights of 2 to 2½. Access would be provided from the end of Greenlea Close and form a cul-de-sac within the site.

3.0 SITE AND SURROUNDINGS:

- 3.1 The site lies on the edge of an existing residential area situated to south west of Yeadon. Access to the site is via Greenlea Close. The proposed development site comprises of a field abutted to the north east and south east by attractive tree cover and beyond lies open land which is Green belt. To the south and west lies the urban fringe and comprises of residential units and associated gardens.
- 3.2 The site is Greenfield in nature showing no signs of any form of previous development. At the time of the site visit the field was grassed and overgrown. The topography of the site varies with the land sloping towards the south and east. There are a variety of house types in the area however dormer bungalows with steeply pitched roofs are a common feature particularly along Greenlea Close itself.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 The site has been subject to an outline planning application to lay out access road and erect residential development for circa 40 dwellings under reference P/08/06283/OT. This planning application was refused by the Council on the 20th February 2009 for two reasons, principally relating to the stance of the Council that they had at the time a five-year housing land supply and there was no need to release this Phase 2 Greenfield site and secondly, the adverse effect of the release of the site upon regeneration elsewhere within Leeds.
- 4.2 This refusal was challenged at appeal under reference APP/N4720/A/09/2100709 with the appeal being allowed on the 20th October 2009.
- 4.3 The appeal granted outline planning permission for development of up to 40 dwellings with storey heights varying from 2-2½. Access was also secured at outline stage and as such, only appearance, landscaping, layout and scale were reserved for subsequent approval.

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 During the course of the consideration of the application detailed alterations have been made to the design and layout of the residential scheme.

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 The application was originally advertised on site by the means of 11 site notices (located on Greenlea Close, Greenlea Road, Greenlea Fold, The Coppice and Yeadon Gill) making reference to a major development. Notices were posted from 29 July 2011 and gave a response date of 19 August 2011. Following major revision to the scheme, the application was re-advertised in the same fashion from the 21 October 2011, giving a response date of 4 November 2011. Neighbours who commented on the original scheme were also written to directly.
- 6.2 Notice was also published in the local press (Wharfe Valley Times) dated 11 August 2011. The application has also been made available for public inspection at Guiseley Library.

COUNCILLORS:

- 6.3 Councillor Graham Latty (Guiseley & Rawdon Ward) has stated the following on the revised scheme: -

"I thought we had a sensible and acceptable proposal after my last meeting with the developers but must admit that it now looks about as good as we are going to get and I go along with the revisions. We discussed a commuted sum in lieu of greenspace, which I thought was wasted space anyway, and subject to a successful application he has agreed to making it non specific, which is what would suit myself and my Ward colleagues. So, on the principle that they are going to build anyway, I would not oppose the application he intends to pursue."

- 6.4 Councillor Colin Campbell (Otley & Yeadon Ward) has stated that: -

"Though the development is not in the City Council ward I represent the traffic it generates will impact on that ward. I feel the Council should resist this application"

until such time as a comprehensive traffic management scheme for the wider area is produced.”

LOCAL RESIDENTS:

6.5 7 letters of objection to the original submission have been received from local residents. They can be summarised as follows: -

- Several species of birds of prey (include a Red Kite) can be seen on the land neighbouring the application site.
- Loss of privacy
- Tree Preservations - there is a lot of woodland going to be destroyed.
- Education, Doctors, Dentists - the two nearest schools (Rawdon Littlemoor and Yeadon Westfield) are already oversubscribed and people struggle to get into their nearest school. The prospective 60 new children would not help the growing problem.
- A65 congestion - getting to Leeds in a morning is already bad, this new development will not help the situation as this is not near a train station so the majority of people will be using cars.
- Entrance on Greenlea Close - having one entrance to the houses from Greenlea Close will cause issues with children's safety (now they could play quite safe on the road as it is a cui de sac, once the new development comes this is no longer the case).
- Dwellings out of keeping with the character of the area;
- Disturbance during construction
- Loss of Greenspace

6.6 The design and layout of the scheme has been significant amended since the original publicity of the application. Whilst it is considered that the revised scheme has been re-advertised to allow local residents to see the new proposals, the date given for the end of publicity is 4 November 2011. Therefore any new representations will be reported verbally to Plans Panel.

7.0 CONSULTATIONS RESPONSES:

Statutory Consultees:

YORKSHIRE WATER:

7.1 No Objections, subject to conditions.

ENVIRONMENT AGENCY:

7.2 No Objections, subject to conditions.

Non-statutory Consultees:

HIGHWAYS:

7.3 No Objections, subject to conditions.

MAINS DRAINAGE:

7.4 No Objections, subject to conditions.

PUBLIC RIGHTS OF WAY:

7.5 No Objections, subject to conditions.

METRO:

7.6 No objections, subject to metro cards.

NEIGHBOURHOODS AND HOUSING:

7.7 No objections, subject to conditions.

WEST YORKSHIRE POLICE:

7.8 No objections, subject to conditions.

CONTAMINATED LAND TEAM:

7.9 No objections, subject to conditions and informatives.

8.0 PLANNING POLICIES:

8.1 As required by Section 38(6) of the Planning and Compulsory Purchase Act 2004 this application must be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

REGIONAL PLANNING POLICIES:

8.2 The Regional Spatial Strategy for Yorkshire and the Humber to 2026 (RSS) was adopted in May 2008 and sets out a strategic framework for development up to 2026.

8.3 The RSS for the Region was revoked by the Secretary of State on 6 July 2010. However, following a High Court Judgement on 10 November 2010, the RSS was re-established as part of the development plan until such time as the Localism Bill is enacted. At present, the government's intention to abolish the RSS can be a material consideration in the determination of planning applications.

8.4 However, it is not considered that this proposal raises any issues of regional significance.

LOCAL PLANNING POLICIES:

8.5 Locally Leeds City Council has begun work on the Local Development Framework ("LDF") with the Local Development Scheme most recently approved in July 2007. This provides a timetable for the publication and adoption of the Local Development Documents.

8.6 In the interim period a number of the policies contained in the Leeds Unitary Development Plan ("UDP") have been 'saved'. The Leeds UDP Review was adopted in 2006. The most relevant Policies are below:

- Policy GP5: refers to development proposals should seek to avoid loss of amenity.
- Policy BD5: new buildings design consideration should be given to own amenity and surroundings
- Policy H3 – 2A.1 Phase 2 housing allocation.
- Policy N12: all development proposals should respect fundamental priorities for urban design.
- Policy N13: design of new buildings should be of high quality and have regard to character and appearance of surroundings.
- Policy A4: development and refurbishment proposals designed to ensure safe and secure environment
- Policy T2: development should be capable of being served by highway network and not adding to or creating problems of safety.

- Policy T5: ensure the safe and secure access and provision for pedestrians and cyclists within highway and new development schemes.
- Policy T6: satisfactory access and provision for people with mobility problems within highway and paving schemes and within new development should be provided.
- Policy T24: parking guidelines for new developments
- Policy N2: support given to establishment of a hierarchy of greenspaces
- Policy N4: provision of greenspace to ensure accessibility for residents of proposed development
- Policy N24: Development abutting the Green Belt or other open land should achieve assimilation into the landscape.
- Policy N25: Site boundaries should be designed in a positive manner.
- Policy LD1: landscape schemes should meet specific criteria of good design.

8.7 SUPPLEMENTARY PLANNING GUIDANCE:

8.8 Supplementary Planning Guidance provides a more detailed explanation of how strategic policies of the Unitary Development Plan can be practically implemented. The following SPGs are relevant and have been included in the Local Development Scheme, with the intention to retain these documents as 'guidance' for local planning purposes.

- SPG3: Affordable Housing and Interim policy approved by Executive Board in May 2011;
- SPG4: Greenspace Relating to New Housing Development; and
- SPG13: Neighbourhoods for Living.

8.9 As well as the supplementary planning guidance documents that have been retained, new supplementary planning documents are relevant:

- Affordable housing SPD (2009);
- Sustainable design and construction SPD (2008); and
- Street design guide.

NATIONAL PLANNING POLICY:

8.10 In addition to the principal elements of planning policy other advice contained in Planning Policy Guidance Notes and replacement national Planning Policy Statements (PPS) may be of relevance to the submitted proposal. This includes:

- PPS1: Delivering Sustainable Development (2005);
- PPS3: Housing; and
- PPG13: Highways.

9.0 MAIN ISSUES:

9.1 It is the considered view that the main issues are:

- Principle of development;
- Design and Layout considerations:
- Impact on Landscape, Ecology and Trees;
- Residential Amenity;
- Highway Safety;
- Flood Risk, Drainage and Ground Conditions;
- Greenspace, Affordable Housing and Education Requirements; and
- Other material considerations.

10.0 APPRAISAL:

Principle of development:

- 10.1 It was determined at Public Inquiry that the Council did not have a five year supply of land available for housing. The Council's Interim Housing Requirement was not accepted by the Inspector as a replacement to the RSS Housing requirement and he concluded that the early development of this allocated housing site was justified in the light of the Council's continuing need to identify a viable five year supply of housing land and, on the evidence, the demonstrable shortage of deliverable land against that supply. Such an outcome would be consistent with the housing supply objectives of the development plan, and guidance in PPS3 and recent Government statements. The appeal was allowed and an extant permission exists on the site.
- 10.2 Following the Grimes Dyke appeal decision by the Secretary of State Executive Board agreed to the release of all Phase 2 and 3 housing sites. The site is a housing allocation and an extant permission exists for development so the principle is firmly established.

Design and Layout issues:

- 10.3 Access to the site is taken from Greenlea Close. The design and layout of the scheme has been re-designed during the determination and publicity of the scheme to respond to the site's topography. The layout of the scheme is a slow arcing cul-de-sac with footways on either side. This allows the dwellings to face the main road and have rear gardens facing the rear gardens of the surrounding residential area. The density of the development is 28 dwellings per hectare. Chimneys have been provided on the houses facing the main road through the application site.
- 10.4 The house types are mainly detached family dwellings; however there are two small groups of terraces. The majority of the dwellings are two storey, however some have rooms in the roof and these are located toward the centre of the site. All the houses have adequate gardens and accord with minimum separation distances in Neighbourhoods for Living.

Impact on Landscape, Ecology and Trees:

- 10.5 The site is surrounded by mature trees and the majority of these will be retained. The scheme has been redesigned so that rear gardens face these large trees wherever possible giving the longest distances from dwellings. The scheme is accompanied by a landscape scheme.
- 10.6 The scheme proposals now provide for a commuted sum to cover the enhancements and maintenance of off site POS (Public Open Space) which will be utilised by prospective and current residents, and also the element of greenspace included within the site. This will help maintain the appearance of the site through time. There are a number of existing open spaces within close proximity of the site, these include: Junction of Greenlea Avenue and New Road (384m), Old Whack Lane (532 and 564m), Off Parkland View (664m), New Road Side (708m), Kirk Lane (1000m) and Harrogate Road (1037m).
- 10.7 The application site itself is of relatively low nature conservation value with the main features of interest being the boundary trees and scrub and the adjacent woodland which will be not be affected by the proposed development. Surface water drainage

connections off-site in this area could affect this woodland and will be controlled via condition. Conditions are suggested to protect ecology and enhance biodiversity.

Residential amenity:

- 10.8 It is considered that there will be no loss of residential amenity through overlooking or loss of privacy to existing surrounding residential properties as the application proposals comply with the Council guidance on separation distances. Given these distances, the proposal will not generate noise and disturbance from within the buildings envelopes that would have a detrimental impact on immediate neighbours' amenity. Short term construction noise would be addressed through a working hours condition.

Highways Issues:

- 10.9 The site benefits from an outline planning consent for 40 dwellings; therefore the highway capacity issue of the principle of residential development up to 40 dwellings and associated traffic has already been accepted. No highway concerns are raised to the principle of access through Greenlea Close. The proposed development is served by a road built to an adoptable standard and which has been offered for adoption by the developer in accordance with the Leeds Street Design Guide. The layout includes acceptable pedestrian segregation, vision splays and turning heads for refuse vehicles.
- 10.10 Following the submission of a revised scheme, the driveway widths and lengths are now all to acceptable standards as are garage spaces. Each dwelling has sufficient parking (minimum two off-street spaces each) in accordance with adopted UDP standards. Cycle parking is either shown in rear gardens or internal within garages. Conditions are suggested to secure these details. There is sufficient space with each property for household bins and again, conditions are suggested to ensure the Council see the details of any bin storage areas.
- 10.11 The Council's Traffic Management Section has been consulted and has no specific requirements in the vicinity of the site for any off site highway works. No Traffic Regulation Orders are deemed to be required within the scheme or on the surrounding streets. Travel Wise have been consulted and do not consider a travel plan is required for the development as development is less than 50 units. In accordance with the requirements of SPD Public Transport Improvements, the proposed threshold of development is less than 50 units. A contribution towards public transport improvements is not therefore required.
- 10.12 The site is within maximum recommended walking distance of suitable facilities. The nearest bus stop on Greenlea Mount is located approximately 375m from the centre of the site. It is served by three bus services. The site is adequately served by public transport to meet with the standards set out in the highway guidance on accessibility. Metro have requested that the development commits to a MetroCard scheme for future residents.

Drainage:

- 10.13 Yeadon Gill is a deep watercourse flowing from the northeast to southwest and located approximately 50m to the southeast of the site. The application site is not located within a flooding area, and is classified as Flood Zone 1. Whilst sustainable drainage systems can not be provided due to the topography of the site, surface water discharge will be restricted via condition. Foul drainage can be discharged to

the existing sewers adjacent to the site; however, a pumping station will be required on site.

Developer contributions:

- 10.15 Since the original planning permission was allowed on appeal the Council has adopted a revised Interim Affordable Housing Policy. The revised Policy was adopted by Executive Board on 18 May 2011, to be implemented with effect from 1st June 2011. The relevant minute states that the policy would therefore apply to all relevant decisions made on or after 1st June 2011.
- 10.16 It will apply until replaced by the formal Local Development Framework policies within the Core Strategy and Affordable Housing Supplementary Planning Document (SPD), anticipated in 2012 unless there is clear evidence of a change in market circumstances to warrant any further change in the meantime.
- 10.17 Permissions granted on the basis of the interim policy will normally be time limited to 2 years implementation to ensure that permissions are implemented reasonably swiftly, and to reflect the fact that the affordable housing policy will be reviewed through the Core Strategy and Affordable Housing SPD.
- 10.18 The proposed changes were adopted in light of the findings of the DTZ Economic Viability Assessment (EVA) published in February 2011 which provided an up to date assessment of what affordable housing can be delivered in the current market and concluded viability was compromised in most areas of Leeds in the current recession as a result of the Affordable Housing Policy being applied prior to 1 June 2011.
- 10.19 In relation to the application site the Interim Policy applies a requirement of 15% affordable housing (a reduction from the SPD figure of 30% applied to the application and from the 30% figure of the previous Interim Guidance adopted in July 2008). The requirement for a 50/50 mix of social rent and shared equity is unchanged.
- 10.14 In accordance with the adopted Interim Affordable Housing Policy, the application proposal shows this 15% affordable housing provision on site in the form of 5 properties, 3 x three bed houses for sub market sale and 2 x four bed houses for social rent. This are pepper-potted within the site and this is acceptable in line with normal Council policy.
- 10.20 The policy indicates that permissions granted will normally be time limited to 2 years and the developer has committed to starting on site in the near future and delivering circa 13 dwellings by the end of 2012.
- 10.21 The Public Open Space (POS) solution was discussed with officers and representatives of the local community and it was concluded that including open space within this site would not be of benefit to the wider community. Therefore a commuted sum (£84,222.96), which is to be spent on projects within the local area, has been agreed as an appropriate solution with the Council. An element of greenspace is still retained on site, to the south, for landscaping purposes.
- 10.22 The proposed development is less than 50 units and therefore an education contribution is not required.

Other material considerations:

10.23 There are no known land contamination issues for the application site. A historical maps search was submitted with the original scheme and a Site Investigation accompanied the current proposals. Conditions are suggested if any unaccepted contamination is found during construction. There are no known or claimed public rights of way that cross the site. In relation to design out crime issues, the west Yorkshire Police Architectural Liaison Officer had concerns in relation to provision or parking course and rear access. Parking courts have been removed and shared rear footpaths have been removed.

11.0 CONCLUSION:

11.1 The principle of residential development on this site, as well as details of the access have previously been agreed by the Planning Inspectorate when allowing the previous appeal.

11.2 The difference between this full application and the original outline proposal is that the density of the scheme has been reduced, any flats have been removed, there is no formal POS on-site and the applicant is seeking to amend the amount of affordable housing in accordance with the Interim Housing Policy.

11.3 The application is considered to comply with the relevant policies of the Unitary Development Plan and National Planning Guidance and as such the recommendation is that the application be approved subject to a revised 106 agreement incorporating the developer contributions in accordance with current policy.

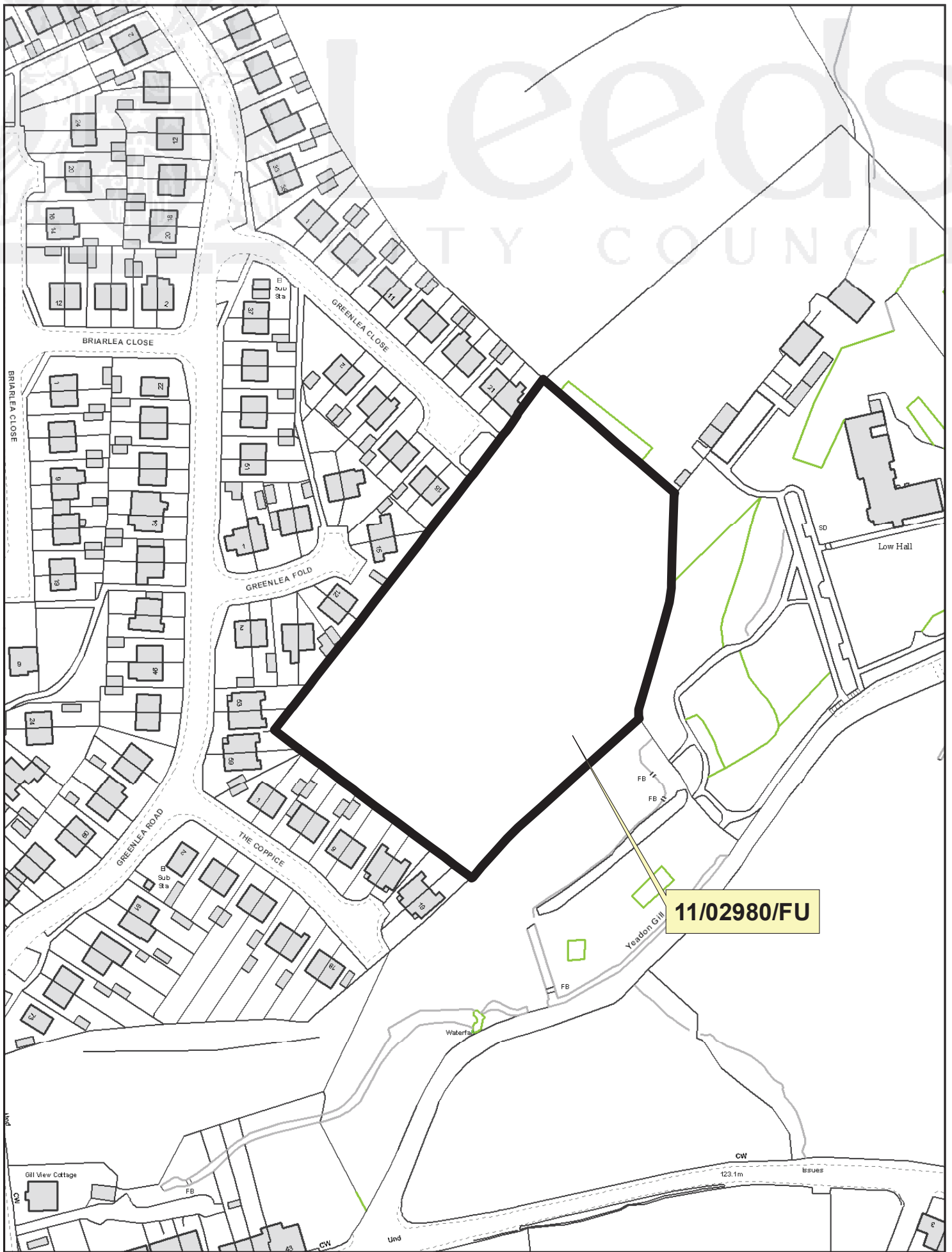
Background Papers:

Application files.

Application file 08/06283/OT.

Appeal file APP//N04720/A/09/2100709/NWF.

Certificate of Ownership.



WEST PLANS PANEL



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Originator:	Tim Poupard
Tel:	0113 2475647

Report of the Chief Planning Officer

PLANS PANEL WEST

Date: 10 November 2011

Subject: APPLICATION 11/01803/ADV – 7 ILLUMINATED FREE STANDING HOARDINGS AT LEEDS BRADFORD INTERNATIONAL AIRPORT, WHITEHOUSE LANE AND VICTORIA AVENUE, YEADON, LEEDS

APPLICANT	DATE VALID	TARGET DATE
Leeds Bradford International Airport	4 May 2011	29 June 2011

Electoral Wards Affected:

Otley & Yeadon

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

GRANT ADVERTISEMENT CONSENT subject to the following conditions

1. This Consent shall be restricted to a period of five years from the date of the Consent.
2. The development hereby permitted shall be carried out in accordance with the approved plans listed in the Plans Schedule.
3. Maintenance scheme for advertising hoarding.
4. In granting consent for the advertisement/s the City Council has taken into account all material planning considerations relating to amenity and public safety, including those arising from the comments of any statutory or other consultees, public representations about the application and Government guidance and policy as detailed in the Planning Policy Guidance Notes and Statements, and policies within

The Development Plan consisting of The Yorkshire and Humber Plan - Regional Spatial Strategy 2008 (RSS) and the Leeds Unitary Development Plan Review 2006 (UDPR).

Policy GP5 (UDP)
Policy BD8 (UDP)
Policy *BD12* (UDP)

On balance, the City Council considers the advertisement/s would not give rise to any unacceptable consequences for amenity or public safety.

Informative

Under the provisions of Part 2 to the Town and Country Planning (Control of Advertisement) (England) Regulations 2007 (or any Regulation revoking and re-enacting those Regulations with or without modification) the following standard conditions are applied to all advertisement consents express or deemed:

- (i) Any advertisements displayed, and any site used for the display of advertisements, shall be maintained in a clean and tidy condition to the reasonable satisfaction of the Local Planning Authority.
- (ii) Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition.
- (iii) Where an advertisement is required under these Regulations to be removed, the removal shall be carried out to the reasonable satisfaction of the Local Planning Authority.
- (iv) No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.
- (v) No advertisement shall be sited or displayed so as to obscure, or hinder the reading interpretation of any road traffic signs, railway signal or aid to navigation by water or air, or so as otherwise to render hazardous the use of any highway, railway, waterway/including any coastal water or aerodrome (civil or military).

This permission does not absolve the applicant(s) from the requirements for compliance with a Building Regulation approval, or the duty of compliance with any requirements of any Statutory Body, Public Utility or Authority, including the City Council's Leeds Environment Department, Department of Highways and Transportation (Highways Maintenance and Main Drainage Divisions), and Department of Housing Services; the West Yorkshire Fire Officer or the Health and Safety Executive.

1.0 INTRODUCTION:

- 1.1 The Chief Planning Officer considers that this application should be referred to the Plans Panel for determination because of its significance and its impact on the local area and at the request of Local Ward Councilors (*Councilors Ryk Downes and Colin Campbell – Otley & Yeadon Ward*).
- 1.2 This application was deferred from the October Plans Panel to allow for a members site visit.

2.0 PROPOSAL:

- 2.1 This application seeks advertisement consent for the erection of 7 x 48 poster sheet billboards within Leeds Bradford International Airport's (LBIA) ownership boundary.
- 2.2 The hoardings will measure 3.3m in height, 6.0m in width and will be between 1.2 to 3.0 metres off the ground.
- 2.3 The hoardings are located on:
 - Sites 1 and 2: Victoria Avenue approach to Southern Tunnel
 - Site 3: Welcome to LBIA (Whitehouse Lane roundabout)
 - Site 4: Welcome to Yorkshire Sign (Whitehouse Lane)
 - Sites 5 and 6: V shaped signs on Whitehouse Lane

- Site 7: Entrance to front of terminal at Whitehouse Lane.

3.0 SITE AND SURROUNDINGS:

3.1 The seven advertising hoardings will be located within Leeds Bradford International Airport's (LBIA) ownership boundary. The sites are within the operational land boundary of the airport identified on the Unitary Development Plan (UDP) in an area of Green Belt.

4.0 RELEVANT PLANNING HISTORY:

4.1 The following planning history on the site is considered relevant:-

- H29/222/83 – One internally illuminated free standing sign (size 0.99m x 0.83m) on airport forecourt – granted consent on 12 December 1983.
- H29/177/83 – One internally illuminated free standing sign (size 0.99m x 0.83m) on airport forecourt – granted consent on 31 November 1983.
- H29/100/86 – 11 internally illuminated double sided post signs (1.59m x 1.08m) on airport forecourt – refused permission 7 July 1986.
- 29/78/95/SI – 5 externally illuminated free standing hoardings on airport forecourt – granted temporary consent for two years on 7 July 1995.
- 29/51/97/SI – 5 externally illuminated free standing hoardings on airport forecourt – granted temporary consent for two years on 22 April 1997. This was a renewal of the 1995 application.
- 29/30/99/SI – 5 externally illuminated free standing hoardings on airport forecourt – granted temporary consent for two years on 4 May 1999. This was a renewal of the above 1997 application.
- 29/146/01/SN – 5 externally illuminated free standing hoardings on airport forecourt – granted permanent consent on 4 September 2001. This was a renewal of the above 1999 application.
- 29/1/01/SI – 8 internally illuminated signs and 2 externally illuminated signs to airport building – granted 5 March 2002.
- 11/00194/ADV – 9 non illuminated free standing hoardings at Whitehouse Lane And Victoria Avenue, Yeadon – withdrawn 2011.

5.0 HISTORY OF NEGOTIATIONS:

5.1 During the course of consideration of the application the number of proposed hoardings has been reduced from 9 to 7, in addition detailed alterations have been made to their siting, location and their appearance.

6.0 PUBLIC/LOCAL RESPONSE:

6.1 There is no statutory requirement for local planning authorities to publicise advertisement applications.

COUNCILLORS:

6.2 Councillor Colin Campbell has objected to this application on the following grounds: -

- The Council has in the past objected to large advertising hoardings adjacent to the highway given that they are seen as a distraction to motorists. The applicant points out that there is an accident history in the area (12 according to their figures). Given that the Council are to introduce traffic regulation orders in the area on road safety grounds and that the police regard the area as an area of

concern associated with speeding then highway safety would be made worse by the signs.

- The environmental support statement just seems plain wrong. The first sentence refers to the airport being in an urban setting, true it has residential properties to the south but to the west, north and east is open green belt leading to the Chevin ridge recognised in the UDP as an important landscape area. The signs would detract from the open aspect of the area and provide visual clutter. The airport argument seems to suggest that there are some large buildings in the area so a few signs won't matter, it might be better to plant some trees to screen them rather than emphasise them with brightly coloured hoardings. They also seem to make a counter argument that some signs will be in front of a tree screen and will somehow blend in. I find this difficult to believe.
- It would seem that the signs are a way of generating income for the airport and have nothing to do with its operations. I would hope that the Council would therefore reject the application.

6.3 Councillor Graham Kirkland has objected to this application on the following grounds: -

- The site is on a busy road and would distract the attention of road users and increase the risk of accidents. The number would create visual clutter.

LOCAL RESIDENTS:

6.4 7 letters of objection have been received from local residents and their objections can be summarised as follows: -

- Hoardings are pure and simply for advertising and profit making purposes alone
- Danger to road safety
- Distraction to drivers
- Hoardings will be a major eyesore
- Contrary to Green Belt policies
- The signage will also act as a litter trap

6.5 The revised scheme has been re-advertised and previous contributors notified. A further 9 letters of objections have been received but they raised no new issues that are not summarised above.

7.0 CONSULTATIONS RESPONSES:

Statutory:

LEEDS AND BRADFORD AIRPORT:

7.1 No physical safeguarding issues

Non-statutory:

HIGHWAYS:

7.2 No objections are raised to the free standing hoardings numbered 4, 5, and 6 subject to the conditions. Highways have objected to the provision of signs 1,2,3 and 7. The objection to signs 1,2 and 3 relate to lack of safe access for maintenance. However the primary objection to sign 3 is one of driver distraction due to its location on a roundabout where drivers need to concentrate more closely on the need to give way, etc. The objection to sign 7 is also one of distraction, though this is exacerbated if the taxi rank proposal being previously considered on Whitehouse Lane is introduced.

BUILDING CONTROL ACCESS OFFICER:

- 7.3 As the proposed hoardings are not located on, and do not obstruct or overhang the pedestrian pavement, this application is not objected to on access grounds.

8.0 PLANNING POLICIES:

- 8.1 As required by Section 38(6) of the Planning and Compulsory Purchase Act 2004 this application has to be determined having regard to the Development Plan which consists of the adopted Regional Spatial Strategy for Yorkshire and the Humber of May 2008 and the Leeds Unitary Development Plan (Review 2006).

Regional Planning Policies:

- 8.2 The Regional Spatial Strategy for Yorkshire and the Humber to 2026 (RSS) was adopted in May 2008 and sets out a strategic framework for development up to 2026.
- 8.3 However, it is not considered that this proposal raises any issues of regional significance.

Local Planning Policies:

- 8.4 Locally Leeds City Council has begun work on our Local Development Framework ("LDF") with the Local Development Scheme most recently approved in July 2007. This provides a timetable for the publication and adoption of the Local Development Documents.
- 8.5 In the interim period a number of the policies contained in the Leeds Unitary Development Plan ("UDP") have been 'saved'. The Leeds UDP Review was adopted in 2006. The most relevant Policies in the adopted Leeds Unitary Development Plan are listed below. This proposal should comply with these policies in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, unless material considerations indicate otherwise.
- 8.6 The sites are within the operational land boundary of the airport identified on the Unitary Development Plan (UDP) in an area of Green Belt, therefore the specific development Leeds Unitary Development Plan policies are: -
- Policy GP5: development proposals should seek to avoid loss of amenity.
 - Policy BD8: signs should be well designed and sensitively located.
 - Policy BD12: advertising hoardings may be acceptable where they screen unsightly areas but elsewhere will be generally discouraged.

Supplementary Planning Guidance:

- 8.7 Supplementary Planning Guidance provides a more detailed explanation of how strategic policies of the Unitary Development Plan can be practically implemented. The following SPGs are relevant and have been included in the Local Development Scheme, with the intention to retain these documents as 'guidance' for local planning purposes:
- Advertisement Design Guide (Leeds City Council) 2006.

National Planning Policy:

- 8.8 In addition to the principal elements of planning policy other advice contained in Planning Policy Guidance Notes and replacement national Planning Policy Statements (PPS) may be of relevance to the submitted proposal. This includes:
- Planning Policy Statement 1 (PPS1) – Delivering Sustainable Development.
 - Planning Policy Guidance 19 (PPG19) – Outdoor advertisement control.

9.0 MAIN ISSUES:

- 9.1 Having considered this application and the representations, it is considered that the main issues in this case are:
- Impact on the visual amenity of the site, the street scene and the character of the wider area; and
 - Highway safety.

10.0 APPRAISAL:

Principle of development:

- 10.1 The two fundamental control practice criteria for advertisements are, amenity and public safety. Amenity considerations are stated to be those relating to the effect of advertisements on the appearance of buildings or the immediate vicinity of where they are displayed. Considerations of public safety are defined as matters having a bearing on the safe use and operation of any form of traffic or transport, including the safety of pedestrians.
- 10.2 The airport has stated that in common with other airports, business parks and industrial estates, there is a need for Leeds Bradford International Airport to advertise its services and facilities. They make reference to PPG19 'Outdoor Advertisement Control' which states that "Outdoor advertising is essential to commercial activity in a free and diverse economy."
- 10.3 It is accepted by all parties that there has been an ad hoc approach to advertisements around LBIA. At present there are some advert hoardings within the site near the terminal building but this application seeks consent for 7 hoardings around the periphery of the airport and sites 3 and 4 in particular are part of a gateway approach welcoming people to the airport. The airport believe that this application will ensure that in the future a coordinated and formalised method is pursued for all advertisements. This will provide consistency and certainty for LBIA and the city council going forward. Leeds Met University are advising the airport , as part of the review of the masterplan, on options for improving the overall landscape and visual setting of the airport.

Visual amenity:

- 10.4 Leeds Bradford International Airport is characterised by its green setting, offset from Yeadon township and in the Greenbelt. Retention of this character is important, and the Council have, as an example, allowed car park extensions with a condition that they be heavily planted with native shrubs and trees, to blend in with the countryside setting.
- 10.5 Original proposals to include hoardings that disturbed long distance views of the undeveloped part of the airfield and The Chevin were removed as this could not have been described as a commercial or industrial setting and is inappropriate for advertisement hoarding. Through negotiations with the airport, the opportunity to upgrade the quality of the hoardings to include some gateway features to the main

airport drop-off has been taken. This also included backlit LED lighting as highlighting. Originally proposed hoardings that dominated the airport approach and the amenity of planting screens were re-located to reduce their visual impact

- 10.6 From a strategic view point, the proposals can be seen in this wider context, assisting the effective and successful operation of the airport, not in isolation from it, in that, the immediate setting of the airport is one that is characterised by the buildings and operations of an international airport together with adjacent industrial estates and business parks.
- 10.7 All of the signs proposed are located on the 'airport side' of highways which run to the immediate north and east of the airport. They are therefore seen within the context of a fully functioning airport and not in the backdrop of the wider landscape.
- 10.8 The airport is a major piece of infrastructure with associated buildings that are large in scale and some already displaying prominent signage. Whilst it is accepted that the airport landscape should be attractive to visitors and be effectively integrated with its setting, it should also reflect and in fact celebrate its commercial nature and characteristics that are a positive force for economic growth in the region. If sited in a sensitive way, poster advertisements can help to do this without compromising the broader landscape characteristics. Overall it is considered that in this context some hoardings are acceptable if sensitively located and allied to the airport and its function as a gateway into the city.

Highway safety:

- 10.9 The Council's Highway Engineer has two main issues with the proposed hoardings, whether the proposed hoarding would distract drivers to the detriment of their safety and safety of others, and whether the hoardings can be serviced and maintained safely.
- 10.10 Leeds City Council Road Safety Engineer has stated that the proposed hoardings on Victoria Avenue (site 1 and 2) whilst they are sited close to the entrance of the tunnel, would not be a distraction to drivers as the decision of which lane to take would have already been made when they become visible. No objections on distraction grounds are raised by highways in relation to the hoardings at sites 4, 5 and 6.
- 10.11 Any Airport taxi proposals would involve the construction of a mini roundabout at the junction of Whitehouse Lane/car park entrance. It is considered by the Road Safety Officer that a hoarding in this location (site 7) could be a distraction to drivers giving way at the roundabout. However it is considered that it would be hard to resist a scheme on this basis. A condition could be placed on any decision requiring the advert to be moved if any new mini roundabout scheme were implemented. Members may be aware that a report on a possible scheme for taxis on Whitehouse Lane was considered by Executive Board recently and due to cost will not be pursued. The Road Safety Engineer that also stated that a hoarding at location 3 could also be a distraction at the roundabout on Harrogate Road.
- 10.12 Driver distraction is a relevant consideration for advertisement consents and the Road Safety Engineer has raised concerns on the grounds of driver distraction because of the specific locational aspects of signs 3 and 7.
- 10.13 Government Guidance on adverts does state that "LPAs will assume that the primary purpose of an advertisement is to attract people's attention and will

therefore not automatically presume that an advertisement will distract the attention of passers-by, whether they are drivers, cyclists or pedestrians.”

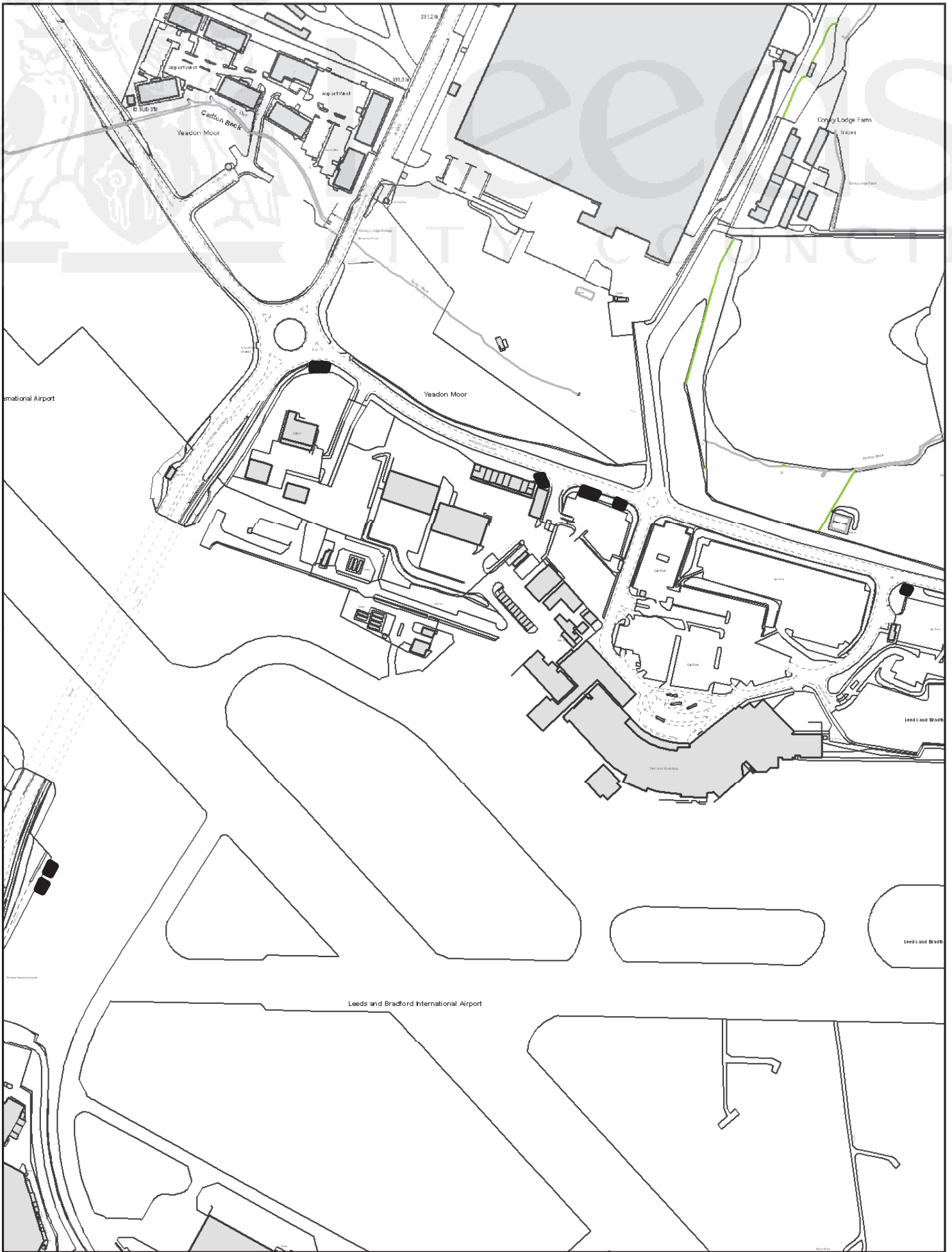
- 10.14 Overall it is considered that the hoardings themselves or their exact location are not likely to be so distracting, or so confusing, that they create a hazard.
- 10.15 Turning to maintenance, Traffic Regulation Orders are in place on Whitehouse Lane and Victoria Avenue which prohibit loading and waiting. The Council’s Highway Engineer has stated that the hoardings numbered 4, 5, and 6 can be maintained from within the car park. However they have raised concerns regarding the hoardings 1, 2, and 3, in that any maintenance work would necessitate vehicles parking on the highway which is prohibited in these location.
- 10.16 A transportation statement was submitted by the airport to address queries raised by the highways department in relation to how the signs will be maintained in the future. The scheme included a method statement explaining the maintenance requirements and regime. It confirms that all airport contractors will be made aware that they can not park on the grass verges, pavement or carriageway and must make use of existing parking facilities within the airport. from there they can be escorted to the signs and that the maintenance and upkeep can be done on foot.
- 10.17 The airport have confirmed that these requirements will be strictly applied and have asked members to note that the airport is heavily regulated and illegal parking will not be permitted in the interests of health and safety and importantly airport security.
- 10.18 Signs 1 & 2 have to be serviced from airside and the contractors could use the existing access at Multiflight. Signs 3, 4,5,6 & 7 have airport car parking spaces in proximity that they could utilise.
- 10.19 Subject to a maintenance agreement being conditioned, it is considered that there should not be any public safety concerns with the proposed maintenance regime and the proposals are consistent with the guidance set out in the Advertising Design Guide and PPG19.

11.0 CONCLUSION:

- 11.1 On balance, and in light of the above, the application is considered to be acceptable, and is considered to comply with the relevant national and local planning policies as set out in the report and is recommended for approval subject to the conditions listed. Members are advised that split decisions can be issued for advert hoardings if appropriate.

Background Papers:

Application and history files.
Certificate of Ownership.



WEST PLANS PANEL



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Originator: Tim Poupard
Tel: 0113 2475647

Report of the Chief Planning Officer

PLANS PANEL WEST

Date: 10 November 2011

Subject: APPLICATION 11/02690/FU – LAYING OUT OF ACCESS AND ERECTION OF 87 DWELLING HOUSES AT NETHERFIELD MILLS, NETHERFIELD ROAD, GUISELEY, LEEDS, LS20 9PA.

APPLICANT	DATE VALID	TARGET DATE
Redrow Homes (Yorkshire) Ltd	5 July 2011	4 November 2011

Electoral Wards Affected:

Guiseley & Rawdon

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

DEFER AND DELEGATE approval subject to the signing of a Section 106 agreement within three months from the date of the resolution to ensure the following: -

- **15% Affordable Housing built on site with an appropriate mix and location of house sizes and types across the site;**
- **Education contribution of £414,451.47;**
- **Greenspace contribution of £197,028.12;**
- **Bus Shelter improvements of £20,000.00;**
- **Off-site highway works contribution towards pedestrian facilities on Oxford Road and Otley Road of £14,700.00;**
- **Residential Metro Card scheme for residents of £57,239.94;**
- **Public Transport enhancements of £106,662.00;**
- **Travel Plan, Travel Plan Coordinator and monitoring fee of £2,500.00;**

and subject to the following conditions and no further representations raising new material issues being received prior to the end of the further publicity period on 11 November 2011.

1. Time Limit On Full Permission (2 years).
2. In accordance with approved plans.

3. Details of Levels.
4. PD right removal (Garages).
5. Details of sustainable components and energy efficiency measures for the dwellings to be agreed.
6. Materials details and samples of external walling, roofing and surfacing.
7. Surface materials to be submitted.
8. Notwithstanding, Details of boundary treatments to be approved and carried out including existing stone boundary wall).
9. Landscape scheme to be submitted and implemented.
10. Landscape Maintenance Scheme.
11. Tree protection.
12. Replacement trees.
13. Biodiversity enhancement measures including bird and bat roosts.
14. Approved vehicular access.
15. Maximum gradient to access.
16. Sightlines notwithstanding approved plans.
17. Provision of visibility splays notwithstanding approved plans.
18. Maximum gradient to driveways.
19. Cycle parking facilities notwithstanding approved drawings.
20. Retention of garages.
21. Vehicle space to be laid out.
22. Provision for contractors during construction.
23. Means of preventing mud, etc, on highway.
24. Redundant access points closed and footway reinstated.
25. Implementation of travel plan measures.
26. Confirmation of off-site parking spaces relocation.
27. Max gradient of the vehicular accesses.
28. Specified operating hours (construction); no Sunday / Bank Holiday operations.
29. Sound insulation scheme.
30. Construction management plan.
31. Bin storage details.
32. Foul sewer easement.
33. Separate systems of drainage for foul and surface water (on and off site).
34. Means of disposal of foul & surface water drainage submitted to and approved by the local planning authority.
35. No piped discharges of surface water until completion of drainage works.
36. Further site investigation required in accordance with submitted the Remedial Strategy
37. Amendment of remediation statement.
38. Submission of verification report.
39. (relevant land contamination informatives).
40. **Reasons for approval:** The application is considered to comply with policies SA1, SP3, SP4, GP5, GP7, GP9, E7, BD2, BD5, H1, H3, H4, H11, H12, H13, LD1, N2, N4, N12, N13, N18A, N18B, N19, N20, N22, N23, N25, N38B, N39A, T2, T2C, T2D, T15, T24 of the UDP (Review 2006), and relevant supplementary guidance and having regard to all other material considerations, as such the application is recommended for approval.

1.0 INTRODUCTION:

- 1.1 This application is brought to the Plans Panel because it relates to a substantial development proposal and is subject to a recent appeal decision following a public inquiry.

1.2 The original planning permission granted on appeal was an outline consent which is valid until 8 March 2014. A revised outline consent was presented to Members of Plans Panel West in October. This scheme was approved by Members, with a lower Affordable Housing Contribution as the developer gave assurances on the delivery of the scheme, in line with the new Interim Affordable Housing Policy.

1.3 The developers stated commitment is to commence works on site before the end of this year and to that end they now require the detailed planning permission proposed under this application.

2.0 PROPOSAL:

2.1 This application seeks full planning permission for the erection of 87 dwellings with landscaping and public open space. Access is from Netherfield Road via two cul-de-sacs. The dwellings proposed comprise of 7 (two bed), 26 (three bed) and 43 (four bed) two storey family houses.

3.0 SITE AND SURROUNDINGS:

3.1 The site is in Guiseley, situated directly off Netherfield Road. It is principally open fields with the exception of some the land fronting Netherfield Road which comprises buildings and car parking for the Abraham Moon mill complex located on the opposite side of Netherfield Road from the site. The site is allocated for Housing in the Unitary Development Plan Review 2006 and referred to as H3-3A09 (Phase 3 sites (2012-16)). The site fronts onto Netherfield Road which is a bus route. To the North of the site is new development land (Bellway Homes) and open greenspace together with existing properties at Greenshaw Terrace whose frontages face due South onto the new development and onto the existing footpath link running parallel to this Northern boundary.

3.2 To the South of the site is existing residential development to Oxford Avenue and Netherfield Rise of traditional 2 storey semi-detached dwellings circa 1960's. To the West of the site is a large Mill Building with multi occupation by business' and various access points off Netherfield Road. To the East of the site are houses on Oxford Avenue. Two detached houses also adjoin the site to the northeast. These are served off a private drive running parallel to a perimeter footpath which is flanked with existing mature hedgerow. This area is relatively more modern than the Southern element of Oxford Avenue (circa 1990's).

4.0 RELEVANT PLANNING HISTORY:

4.1 This full application follows on from the approval at October Plans Panel of an outline application on the site (11/02910/OT) to layout access and erect 98 dwellings.

4.2 Originally, an application seeking outline permission to layout access and erect residential development of circa 98 dwellings was refused by the Council on 16 September 2010 under reference 10/02762/OT. The application was subsequently subject of an appeal and the Planning Inspectorate upheld the appeal and the application was granted planning permission on the 8 March 2011. As with a number of other similar appeals into housing on Greenfield sites, the Council could not demonstrate that there was a five year supply of housing land. A full award of costs to the appellant was also granted by the Planning Inspectorate.

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 During the course of the consideration of the application, detailed alterations have been made to the design and layout of the scheme. This has resulted in the density of the scheme being reduce from 98 dwelling approved at outline, to 87 proposed in this full application.

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 The application has been originally advertised on site by the means of nine site notices (located on Netherfield Road, Netherfield Rise and Oxford Avenue) making reference to a major development affecting a right of way. Notice was also published in the local press (Wharfe Valley Times). The application has also been made available for public inspection at Guiseley Library.

COUNCILLORS:

- 6.2 Councillor Graham Latty (Guiseley & Rawdon Ward) has asked to be kept informed as to the progress of the application.

6.3 LOCAL RESIDENTS:

- 3 letters of objection have been received from local residents. Grounds for objection are that the scheme would impact on the privacy of existing houses, would obstruct sunlight, and would result in the loss of distant views over fields to the hills above Menston and beyond.

Following major revision to the scheme, the application was re-advertised in the same fashion from the 21 October 2011, giving a response date of 11 November 2011. Neighbours who commented on the original scheme were also written to directly.

The design and layout of the scheme has been significantly amended since the original publicity of the application. The revised scheme has been re-advertised to allow local residents to see the new proposals and any new representations will be reported verbally to Plans Panel.

7.0 CONSULTATIONS RESPONSES:

Statutory Consultations:

HIGHWAYS:

- 7.1 No Objections, subject to conditions.

MAINS DRAINAGE:

- 7.2 No Objections, subject to conditions.

YORKSHIRE WATER:

- 7.3 No Objections, subject to conditions.

ENVIRONMENT AGENCY:

- 7.4 No Objections, subject to conditions.

Non Statutory Consultations:

TRANSPORT POLICY (TRAVEL WISE):

- 7.5 No objections, subject to conditions and S.106 Legal agreement.

PUBLIC RIGHTS OF WAY:

7.6 No Objections, subject to conditions.

METRO:

7.7 No objections, subject to conditions and S.106 Legal agreement.

NEIGHBOURHOODS AND HOUSING:

7.8 No objections, subject to conditions.

WEST YORKSHIRE ARCHAEOLOGICAL SERVICE:

7.9 No objections.

WEST YORKSHIRE POLICE:

7.10 No objections, subject to conditions.

CONTAMINATED LAND TEAM:

7.11 No objections, subject to conditions and informatives.

8.0 PLANNING POLICIES:

8.1 As required by Section 38(6) of the Planning and Compulsory Purchase Act 2004 this application must be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

REGIONAL PLANNING POLICIES:

8.2 The Regional Spatial Strategy for Yorkshire and the Humber to 2026 (RSS) was adopted in May 2008 and sets out a strategic framework for development up to 2026.

8.3 The RSS for the Region was revoked by the Secretary of State on 6 July 2010. However, following a High Court Judgement on 10 November 2010, the RSS was re-established as part of the development plan until such time as the Localism Bill is enacted. At present, the government's intention to abolish the RSS can be a material consideration in the determination of planning applications.

8.4 However, it is not considered that this proposal raises any issues of regional significance.

LOCAL PLANNING POLICIES:

8.5 Locally Leeds City Council has begun work on the Local Development Framework ("LDF") with the Local Development Scheme most recently approved in July 2007. This provides a timetable for the publication and adoption of the Local Development Documents.

8.6 In the interim period a number of the policies contained in the Leeds Unitary Development Plan ("UDP") have been 'saved'. The Leeds UDP Review was adopted in 2006. The most relevant Policies in the adopted Leeds Unitary Development Plan are listed below.

- Policy GP5: development proposals should seek to avoid loss of amenity.
- Policy BD5: new buildings design consideration given to own amenity and surroundings
- Policy H3 - 3A9 - Phase 3 housing allocation.

- Policy N12: development proposals should respect fundamental priorities for urban design.
- Policy N13: design of new buildings should be of high quality and have regard to character and appearance of surroundings.
- Policy A4: development and refurbishment proposals designed to ensure safe and secure environment
- Policy T2: development should be capable of being served by highway network and not adding to or creating problems of safety.
- Policy T5: seeks to ensure the safe and secure access and provision for pedestrians and cyclists within highway and new development schemes.
- Policy T6: satisfactory access and provision for people with mobility problems within highway and paving schemes and within new development
- Policy T24: parking guidelines for new developments
- Policy N2: support given to establishment of a hierarchy of greenspaces
- Policy N4: provision of greenspace to ensure accessibility for residents of proposed development
- Policy N10: development not permitted which adversely affects a public right of way
- Policy N24: Development abutting the Green Belt or other open land should achieve assimilation into the landscape.
- Policy N25: Site boundaries should be designed in a positive manner.
- Policy LD1: refers to all landscape schemes should meet specific criteria

SUPPLEMENTARY PLANNING GUIDANCE:

- 8.7 Supplementary Planning Guidance provides a more detailed explanation of how strategic policies of the Unitary Development Plan can be practically implemented. The following SPGs are relevant and have been included in the Local Development Scheme, with the intention to retain these documents as 'guidance' for local planning purposes.
- SPG3: Affordable Housing and Interim policy agreed at Executive Board in May 2011;
 - SPG4: Greenspace Relating to New Housing Development;
 - SPG11:Section 106 Contributions for School Provision; and
 - SPG13: Neighbourhoods for Living.
- 8.8 As well as the supplementary planning guidance documents that have been retained, new supplementary planning documents are relevant:
- Affordable housing SPD (2009);
 - Public Transport Improvements and Developer Contributions SPD (July 2008);
 - Sustainable design and construction SPD (2008); and
 - Travel plans SPD (2008); and
 - Street design guide.

NATIONAL PLANNING POLICY:

- 8.9 In addition to the principal elements of planning policy other advice contained in Planning Policy Guidance Notes and replacement national Planning Policy Statements (PPS) may be of relevance to the submitted proposal. This includes:
- PPS1: Delivering Sustainable Development (2005);
 - PPS3: Housing; and
 - PPG13: Highways.

9.0 MAIN ISSUES:

9.1 It is the considered view that the main issues are:

- Principle of development;
- Design and layout issues;
- Highway layout and parking;
- Residential amenity; and
- Landscaping and public open space.

10.0 APPRAISAL:

Principle of development:

- 10.1 The applicant successfully appealed the decision to refuse the application and the Planning Inspectorate granted planning permission for residential development of circa 98 dwellings with means of access on 8th March 2011. Despite this outline consent being valid until 8 March 2014, a fresh outline application was submitted to take advantage of the lower affordable housing requirement under the Council's interim Affordable Housing Policy, under reference 11/02910/OT. Members approved this application at the October meeting of Plans Panel West.
- 10.2 The site is allocated for housing development in the UDP as a phase 3 site. Executive Board in June 2011 agreed, in the light of the Grimes Dyke appeal decision issued by the Secretary of State, to the release of all Phase 2 and 3 housing allocations in the UDP, subject to proposals being otherwise acceptable in planning terms. The site also has an existing extant permission for housing and so the principle is firmly established and acceptable.
- 10.3 In line with the recent outline permission, the application proposal includes a package of contributions which take account of the revised interim affordable housing policy. In relation to this detailed application for 87 units, 13 of those units would have to be affordable with 6 for social rent and 7 sub market. At the time of writing this report, the developer has offered the required 13 units, but this offer consists entirely of smaller units on the site. The Council would normally expect however to see a pro rata mix of units across the range of dwelling sizes, except where local needs suggest that a different mix would be more appropriate. The proposed mix also results in the affordable housing units all being clustered together in one corner of the site. This is also not acceptable as the units should be pepper-potted across the site to ensure integration. Discussions with the developer are continuing and this recommendation for approval is on the basis that the developer will alter the mix and location of the affordable housing offer accordingly.
- 10.4 The full level of contributions in respect of other current Policy requirements. These being: -
- Education contribution of £414,451.47;
 - Greenspace contribution of £197,028.12;
 - Public Transport enhancements of £106,662.00;
 - Bus Shelter improvements of £20,000.00;
 - Off-site highway works contribution towards pedestrian facilities on Oxford Road and Otley Road of £14,700.00;
 - Residential Metro Card scheme for residents of £57,239.94; and
 - Travel Plan, Travel Plan Coordinator and monitoring fee of £2,500.00.

- 10.5 Other material planning issues in this case that have been established, discussed and resolved (through both the original appeal decision, it's attached conditions and S.106 legal agreement and with the Plans Panel West resolution of the 13 October 2011) are considered to be: -
- No objections are raised to the development on drainage or flooding grounds as a suitable surface and foul water drainage solution can be provided;
 - No objections are raised to the development on land contamination grounds;
 - The level of sustainable development credentials use on site are acceptable;
 - The development cannot be resisted on A65 traffic or other capacity principle matters;
 - The approved access positions and visibility splays shall be maintained as part of the current proposals;
 - Agreed off-site highway works and bus stop improvements;
 - The scheme proposed suitable mitigation in relation to ecology and biodiversity;
 - No objections on public rights of way grounds, subject to mitigation;
 - The level of tree retention and protection is considered acceptable;
 - No loss of amenity through noise and disturbance to surrounding residents.

Design and Layout issues:

- 10.6 The design and layout of the scheme has been re-designed during the determination and publicity of the scheme to respond to the site's topography and other design considerations. The layout of the scheme is two cul-de-sacs with footways on either site, linking up at a centralised area of public open space with a footpath link between the two roads. The scheme has been designed to be simple, with the dwellings facing the main roads and with their rear gardens facing the rear gardens of the surrounding residential area. The density of the development is 24 dwellings per hectare. Chimneys have been provided on the houses facing Netherfield Road.
- 10.7 The house types are mainly detached family dwellings; however there is a small element of terraces. All the proposed dwellings are two storey. All the houses have adequate gardens and accord with minimum separation distances in Neighbourhoods for Living.

Highway layout and parking

- 10.8 The proposed development is served by two main roads built to an adoptable standard and which has been offered for adoption by the developer in accordance with the Leeds Street Design Guide. The layout includes acceptable pedestrian segregation, vision splays and turning heads for refuse vehicles.
- 10.9 Following the submission of a revised scheme, the driveway widths and lengths are now all to acceptable standards as are garage spaces. Each dwelling has sufficient parking (minimum two off-street spaces each) in accordance with adopted UDP standards. Cycle parking is either shown in rear gardens or internal within garages. Conditions are suggested to secure these details. There is sufficient space with each property for household bins and again, conditions are suggested to ensure the Council see the details of any bin storage areas.
- 10.10 The two car club spaces as secured through the outline are shown on the agreed layout, toward the front of the site close to Netherfield Road.

Residential amenity:

- 10.11 It is considered that there will be no loss of residential amenity through overlooking or loss of privacy to existing surrounding residential properties as the application proposals comply with the Council guidance on separation distances.

Landscaping and public open space:

- 10.12 The site contains mature trees, which are on the boundaries of the site. The scheme takes into account these trees and the majority of these will be retained. The scheme is accompanied by an acceptable landscape scheme.
- 10.13 The scheme proposes two large landscaped amenity areas to the front and north of the site to protect the amenity and outlook of residents of Greenshaw Terrace and the adjacent public right of way. This also enhances views of the Terrace from Netherfield Road. An open space area is proposed in the centre at the top of the site with a linkage though to the footpath that runs to the north and east of the site.
- 10.14 The mix of on-site public open space and a financial contribution for off-site greenspace enhancement accords with Council policy on open space provision.

11.0 CONCLUSION:

- 10.15 The principle of residential development on this site, as well as access details have previously been agreed by the Planning Inspectorate when allowing the previous appeal, and also in the recent revised outline planning permission for the site.
- 10.16 The difference between this full application and the indicative details submitted with the original outline proposal is that the density of the scheme has been reduced and that details of the internal layout and landscaping and open space arrangements have been established.
- 10.17 The application is considered to comply with the relevant policies of the Unitary Development Plan and National Planning Guidance and as such the recommendation is that the application be approved subject to a revised 106 agreement incorporating the developer contributions in accordance with current policy.

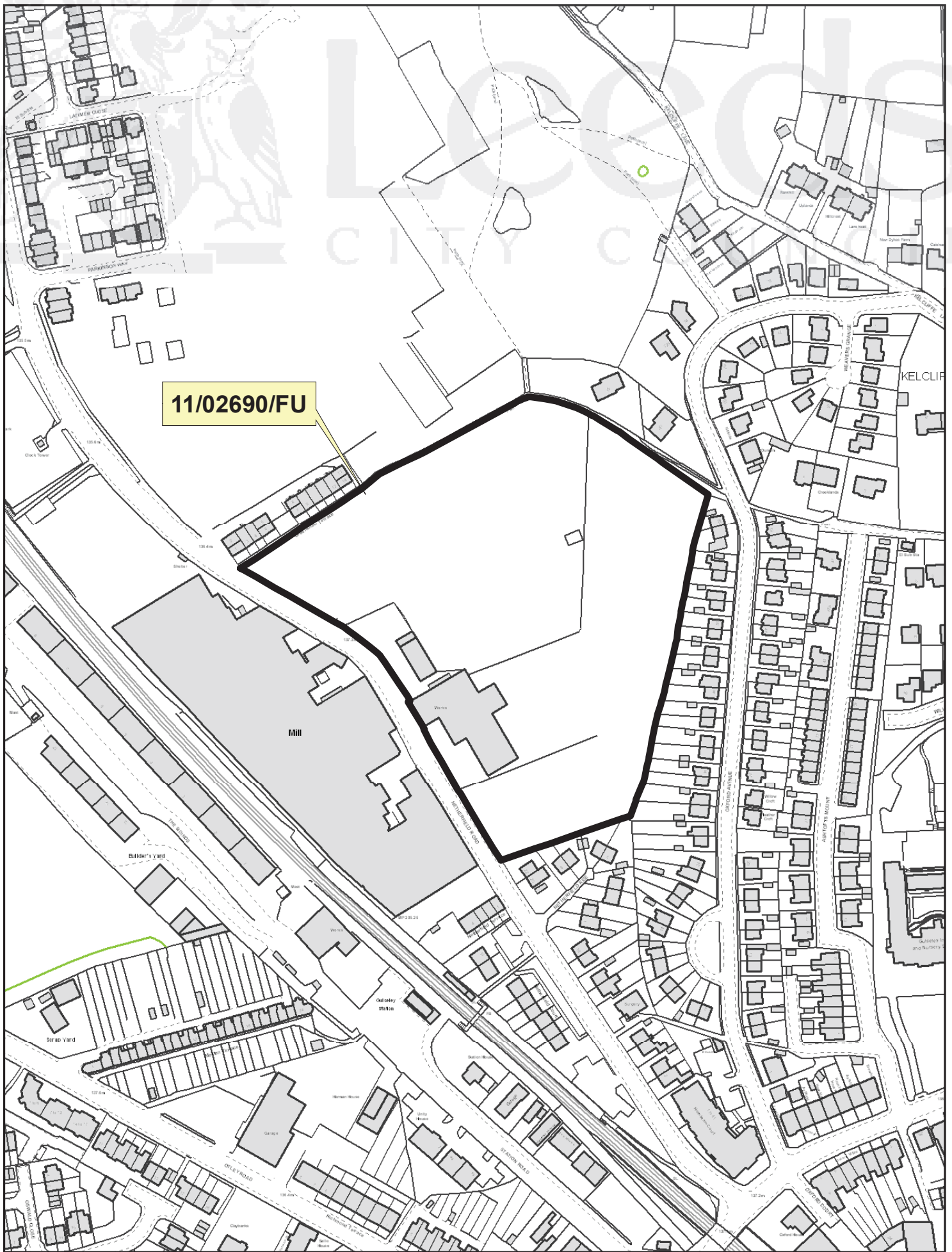
Background Papers:

Appeal Decision: APP/N4720/A/10/2137624.

Application file 10/02762/OT.

Application file 11/02910/OT.

Certificate of Ownership.



WEST PLANS PANEL



Originator: Ian Cyhanko
Tel: 0113 2474461

Report of the Chief Planning Officer

PLANS PANEL WEST

Date: 10th November 2011

Subject: PLANNING APPLICATION 11/02847/FU: Retrospective change of use of shop (A1 Use Class) to hot food take-away (A5 Use Class) at 21 Lower Wortley Road, Wortley, Leeds 12

APPLICANT

Mr R Firth

DATE VALID

1st August 2011

TARGET DATE

26th September 2011

Electoral Wards Affected:

Farnley and Wortley

N

Ward Members consulted
(Referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

GRANT planning permission, subject to the following conditions

- 1 3 year time limit
- 2 Development completed in accordance with approved plans
- 3 Extraction / ventilation system details to be submitted to, approved in writing, and implemented within one month of this approval.
- 4 Restrictions on opening hours: 08:00 until 19:00 on all days
- 5 Restrictions on deliveries 08.00-1800 Mon-Sat only
- 6 Details of refuse storage
- 7 Provision of grease trap

- 8 In granting permission for this development the City Council has taken into account all material planning considerations including those arising from the comments of any statutory and other consultees, public representations about

the application and Government Guidance and Policy as detailed in the Planning Policy Guidance Notes and Statements, and (as specified below) the content and policies within Supplementary Planning Guidance (SPG), the Regional Spatial Strategy 2008 (RSS) and The Development Plan, the Leeds Unitary Development Plan Review 2006 (UDPR).

GP5, SF15, T2 and T24

On balance, the City Council considers the development would not give rise to any unacceptable consequences for the environment, community or other public interests of acknowledged importance.

1.0 INTRODUCTION

- 1.1 The scheme is brought before the West Plans Panel at the request of Councillor David Blackburn. This application was deferred from the last Plans Panel West meeting on 13th October 2011 at the request of Councillor Hardy for a panel site visit.

2.0 PROPOSAL

- 2.1 The proposal is for the retrospective change of use of shop (A1) to hot food take-away (A5), the proposal seeks consent to open until 19:00 on all seven days of the week.

3.0 SITE AND SURROUNDINGS:

- 3.1 The application site consists of an end terraced property which lies within a parade of local shops, which include a convenience store, and a fish and chip shop. The property is brick built, with a tiled hipped roof. The property has a glazed shop frontage facing onto Lower Wortley Road, and appears to be single storey in height from the front elevation and is two storeys in height at the rear, due to the slope of the site. The rear of the property has an enclosed yard area which appears to be shared with the adjacent commercial uses.
- 3.2 The site lies in an established residential area, which is characterised by both stone and brick built properties. The property lie opposite a row of stone built terraced properties, across Lower Wortley Road. A converted chapel lies to the east, and semi-detached properties lie to the south. The site offers no dedicated off-road parking facilities.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 There have been two previous applications upon this site for changes of use from A1 to A5 at these premises, in 1997 and 1998 (ref 24/61/97/FU and 24/144/98/FU).
- 4.2 Both of these applications were refused due to the adverse impact on adjacent occupiers in terms of cooking odours and levels of activity and the threat to highway safety/ lack of parking. These previous applications sought consent to open until 00:30 hours.

5.0 HISTORY OF NEGOTIATIONS:

5.1 The application has been submitted in response to a Enforcement case regarding the unauthorised A5 use of the premises.

6.0 PUBLIC/ LOCAL RESPONSE:

6.1 The application was publicised by a site notice which was posted adjacent to the site on 12th August 2011. To date 4 objections were received, in addition to a letter of objection from Councillor David Blackburn. The points raised in these objection are highlighted below.

- The use results in high levels of on street litter
- There are enough fast food outlets within the locality
- There is not enough on street parking
- The use attracts 'youths' who hang around outside the premises
- The proposed use will result in additional 'noise and smell'
- Previous applications upon these premises for hot food take-aways have been refused

6.2 Councillor David Blackburn has objected on parking/ highway grounds, saying the proposed use would not attract customers by foot and the highway arrangements have not altered since the previous refusal on highway grounds.

6.3 Cllr Blackburn also objects on the loss of shopping diversity, and has pointed out that a numbers of previous applications for A5 uses have been refused in the past, and another A5 use is 'likely to lead to detrimental effects to proper shopping facilities in the area' and that the proposal will create litter.

7.0 CONSULTATION RESPONSES:

7.1 Neighbourhoods and Housing – No objection subject to conditions which related to extraction, opening and delivery hours.

7.2 Highways – Have raised no objection, the unit is very small and is unlikely to bring with it a very high parking demand.

7.3 Licensing – Advised that since the premises will not be providing food, drink or licensable entertainment after 11pm, a premises license is not required.

8.0 PLANNING POLICIES:

Local Planning Policies:

8.1 The Local Development Framework for Leeds is currently in development. In the interim a number of the policies contained in the Leeds Unitary Development Plan Review ("UDP"), which was adopted in 2006, have been 'saved'. The most relevant Policies in the adopted Leeds Unitary Development Plan are listed below: -

- UDP policy GP5 seeks to ensure all detailed planning considerations are resolved as part of the application process including the protection of local residents amenities.

- UDP policy SF15 sets out criteria for new hot food takeaways.
- UDP policy T2 seeks to ensure that new development should be served adequately by existing or programmed highways and by public transport, make adequate provision for cycle use and parking, and be within walking distance of local facilities.
- UDP Policy T24 seeks to ensure parking provision reflects the guidelines set out in UDP Appendix 9.

Government Planning Policy Guidance/Statements:

8.2 In addition to the principal elements of planning policy other advice contained in Planning Policy Guidance Notes and replacement national Planning Policy Statements (PPS) may be of relevance to the submitted proposal. This includes:

PPS1 Delivering Sustainable Development.

9.0 MAIN ISSUES:

9.1 Having considered this application and representation, it is the considered view that the main issues for consideration are:

1. Principle of Change of Use
2. Residential Amenity
3. Highways
4. Other Considerations

10.0 APPRAISAL

10.1 Principle of Development

The application is concerned with the partial change of use of an existing A1 use to A5. Policy SF15 is explicitly concerned with changes of use to A5 uses. Policy SF15 states that proposals for new A5 uses will not normally be considered acceptable unless the following criteria can be met.

- The proposal will not impact on residential amenity by virtue of visual intrusion of flues, cooking smells, litter, food spillage, operation at unsocial hours, congregating of customers, parking and vehicle movements and noise
- All highway, road safety and environmental health requirements are met
- They will not adversely affect the character or appearance of a listed building or Conservation Area
- They conform with the policies which relate to the loss of A1 uses within defined centres.

10.2 The site does not lie within a Conservation Area, near a listed building nor within any defined shopping frontage, as such the latter 2 criteria are not applicable in this assessment.

10.3 The site lies unallocated within the Leeds UDP and outside any local centre. therefore in policy terms there is no protection to the retention of an A1 unit in this location. The application is therefore, considered acceptable in principle, subject to an assessment of amenity, environmental and highway issues.

10.4 Residential Amenity

It is not considered the proposed use would harm the general levels of amenity of adjacent residential occupiers. The proposal only seeks consent to open until 19:00 hours, and this would be conditioned on approval. A later evening use is unlikely to be supported by the Local Planning Authority due to the levels of noise and activity that an A5 use is likely to result in, in the quieter evening hours when the background noise levels are lower.

10.5 It is considered the reduced opening hours overcome the previous reasons for refusal which relates to the impact on adjacent occupiers, as the previous applications for an A5 use at these premises sought to open until 00:30 hours. It is also important to note that the application site lies at the end of a commercial parade where other uses include a late opening off-licence/ convenience store and a fish and chip shop.

10.6 Environmental Health have recommended conditions which relate to extraction and ventilation to ensure there are no issues concerned with cooking odours, this will be imposed on the approval of the application. To date no complaints have been received to Environmental Health regarding cooking odours from these premises.

10.7 Highways

The gross internal floor area is 34sqm. In UDP parking terms a shop of this size would generate a maximum parking requirement of 2 parking spaces (1 staff, 1 customer), there is no specific parking guidance for a Hot Food Take Away (only for A3 'food and drink' as the UDP predates the introduction of the A4 and A5 use classes) which would have a maximum parking requirement of 5 parking spaces (1 staff, 4 customer) A Hot Food Take Away would normally be expected to have a lower parking requirement than a restaurant because people do not stay as long (although there are often more comings and goings). Parking guidelines are maximum provisions (not minimums) and we still have to take into account the statement in PPG13 which says:

10.8 "Local authorities should not require developers to provide more spaces than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls "

In this case it is not considered that any harm associated with the change of use on highway grounds could be demonstrated as:

- a) The unit is very small and does not bring with it a very high parking demand
- b) The use is retrospective and there have not been any highway safety concerns reported to the Highways Authority as a result of the current (unauthorised) use
- c) There is not any road safety accident history which has been caused by on-street car parking (3 recorded injury accidents in the last 12 years) but none specifically related to on-street parking
- d) On-street parking is available outside the parade of shops
- e) The opening hours of the premises is restricted

10.9 There may not have been any significant change to the provision of on-street parking since 1998 when the change of use was refused permission, but from a review of the

1999 and 2002 aerial photographs it does appear that the build out at the Greenside Road junction, associated layby markings and a slight re-alignment of the centreline on Lower Wortley Road have been implemented since the previous refusal, ie between 1999 and 2002. Although this does not mean that there is any additional on-street parking provision is now available, it does formalise the use of kerbside parking outside the shops. In view of this, it is not considered the proposal for an retrospective A5 use could now be refused on highways grounds, and as such the proposal would not threaten highway safety and follows the policy guidance of T2.

10.10 Other Considerations

Objectors have raised concerned regarding the number of A5 uses within this locality and litter the proposal would create. The number of A5 uses within this locality does not warrant grounds to refuse the application, as stated in paragraph 10.3 the site is not protected by any shopping frontage.

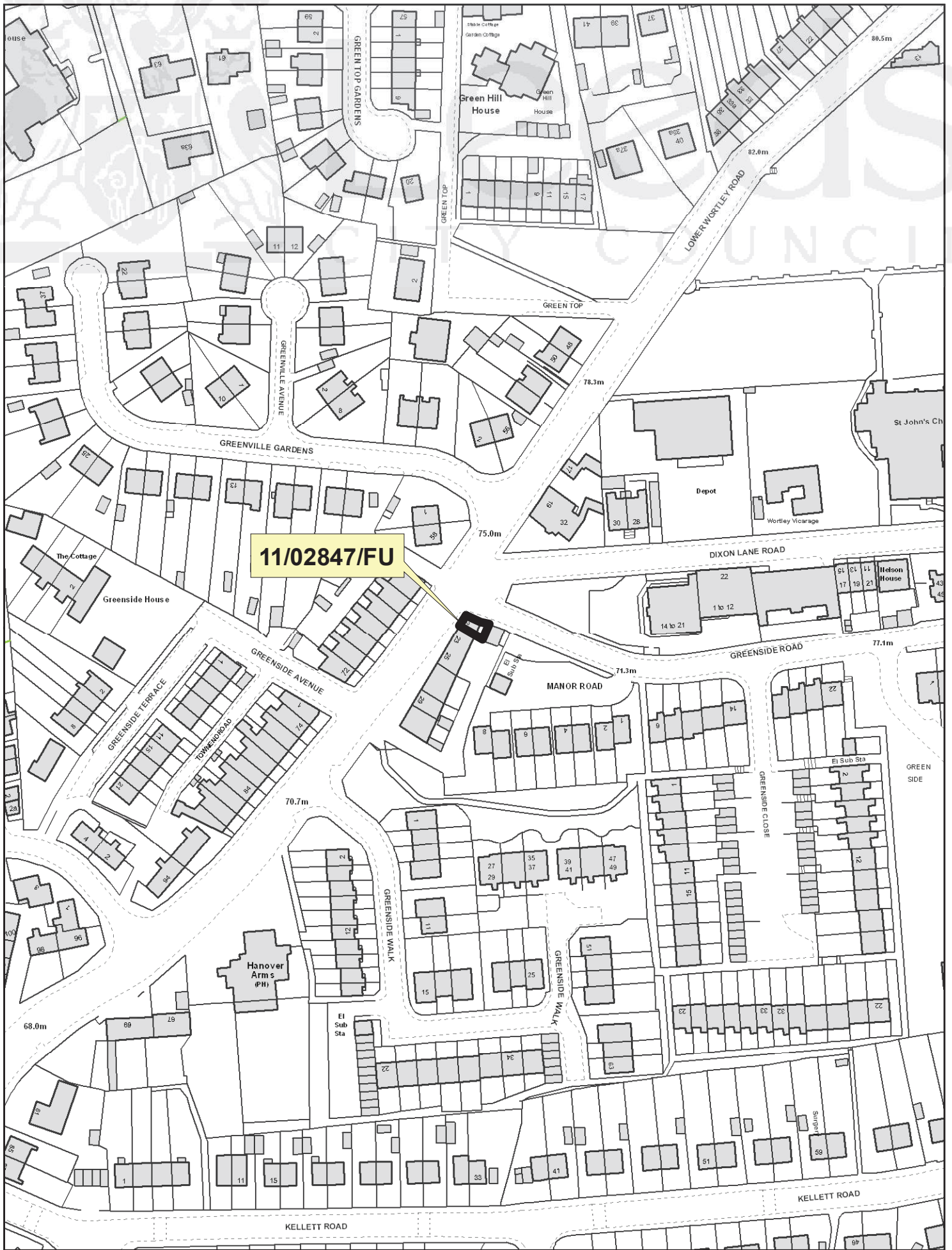
10.11 It is unlikely the proposal would create a litter problem and concern also does not warrant grounds to refuse the application. Similarly it is not considered the application could be refuse don the fact it does attract youths outside the premises. The premises close at 19:00 hours, and there are other adjacent A1 uses which have later opening hours.

11.0 CONCLUSION

11.1 To conclude, it is considered the proposal overcome both of the previous reasons for refusal for a hot food take-away at these premises, due to the reduced opening hours, and formalisation of the parking lay-by outside the premises, and therefore is now recommend for approval subject to conditions.

Background Papers

Application Files 24/61/97 and 24/144/98



11/02847/FU

WEST PLANS PANEL



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Originator:	Carol Cunningham
Tel:	0113 247 8017

Report of the Chief Planning Officer

PLANS PANEL WEST

Date: 10th November 2011

Subject: Application 11/03274/FU - Demolition of existing buildings and erection of retail development (Class A1) with food and drink facilities (Class A3), alterations to access arrangements, car parking and landscaping at Bridge Road, Kirkstall

APPLICANT	DATE VALID	TARGET DATE
Metric Property Kirkstall Ltd	18 th August 2011	17th November 2011

Electoral Wards Affected: Kirkstall
<input type="checkbox"/> Yes Ward Members consulted (referred to in report)

Specific Implications For:
Equality and Diversity <input type="checkbox"/>
Community Cohesion <input type="checkbox"/>
Narrowing the Gap <input type="checkbox"/>

RECOMMENDATION: DEFER AND DELEGATE TO THE CHIEF PLANNING OFFICER FOR SECTION 106 AGREEMENT to cover

- Submission and monitoring of a Travel Plan (£3750)
- Funding for off site landscape works, (approximately £110,000)
- Funding for the improvement of Public Transport and/or public transport infrastructure (£199,793)
- Use of local labour and local training
- Funding for off site highway works (approximately £40,000)
- Funding for cycle lane on Bridge Road (approximately £55,000)
- No less than 391 car parking spaces
- Bus shelter upgrades and real time bus information (£53,000)

And to resolve issues related to

- wind modeling
- active travel
- impact on the listed building
- climate change
- job creation and local training

and subject to the following conditions:

1. Time limit
2. Development shall be line with approved plans
3. Samples of external materials to be submitted
4. Details of fencing and boundary treatment to be submitted
5. The gross internal area of the development including mezzanines shall not exceed 16,232 square metres
6. Limit on the floorspace of food retail to 706 square metres (gross internal area)
7. Use classes A3, A4 and A5 of the Town and Country Planning (Use Classes) order 1987 limited to the small units referred to as Bridge Road Terrace
8. Scheme for external storage to be submitted
9. Details of storage and disposal of litter to be submitted.
10. All existing trees, shrubs and other natural features shown on approved plans to be retained
11. Landscaping scheme to be submitted
12. Landscaping scheme to be implemented
13. Replacement of landscaping if die or seriously damaged in first 5 years
14. Areas to be used by vehicles to be laid out.
15. Scheme for layout and management of car parking areas including provision of parking for other users of Kirkstall Town Centre and time restrictions
16. Hours of opening and hours of delivering
17. The development shall not commence operating until the off site Junction Improvements at the junction of Leeds and Bradford Road, Bridge Road and Broad Lane have been completed and are operating.
18. Full details of the access to and egress from the site to be submitted
19. Internal and external directional signs to be submitted
20. Details of cycles and motorcycles parking areas to be submitted
21. Green travel plan to be submitted
22. Full details of proposed clock feature to be submitted
23. Scheme of external lighting to be submitted
24. Layout and management of car parking areas to be submitted
25. Before development commences the flood defences shall be provided
26. Full details of proposed ground floor levels to be submitted
27. Scheme for provision of surface water and ground water drainage works to be submitted
28. No new buildings and structure within 6 metres of watercourse and 3 metres of culverted watercourse
29. No external advertisements within written consent from Local Planning Authority.
30. Archaeological recording of WW2 post tower
31. Phase 1 desk study required
32. Unexpected contamination encountered require revised remediation statement
33. Verification report
34. Reason for approval – development in line with UDP policies S2, S3, S3a, BD5, N12, N13, LD1, T2, T24 and GP5.

1.0 INTRODUCTION:

- 1.1 Members may recall that a progress report for the retail development by Metric Property Kirkstall for a mixed retail development at the British Home Stores site on Bridge Road was report to Panel last month. Members commented on and requested additional information on the following:
 - Concerns that there would be higher volumes of traffic

- Proposed use of a requested footbridge to link the development with the rugby fields on the other side of the River Aire
- Views across to Kirkstall Abbey and back
- Concerns over the reduction in car parking and public transport contribution
- Environmental works along the river boundary and provision of survey on Otters.

This report is for the decision on the proposed retail scheme.

2.0 PROPOSAL:

- 2.1 The application is for the redevelopment of the site to provide 16,619 square metres of gross external area (GEA) and 16,232 square metres of gross internal area (GIA) which is the same maximum floorspace allowed for the previous scheme. This is divided into four areas:
- 2.2 There is a replacement BHS store plus a smaller unit proposed in one block to the rear of the site. This will have a total Gross Internal Area of 2,058 square metres. The building for the new BHS will be 54 metres by 26 metres to a height of 8.5 metres to the eaves and 9.5 metres to the pitch. The other unit will be 29 metres by 25 metres to the same height as the new BHS. This building will be two storey in height and will have its frontage onto the proposed car park and its servicing to the rear. The materials will be glass and re constituted stone cladding on the front elevation. The stone element will return round to the side elevations for the first 14 metres on each side and the rest of the side elevations and rear will be red brick with composite cladding above.
- 2.3 The second block will be 4,320 square metres of gross internal area which will run down the western boundary along side the River Aire. The building will be 115 metres long and 8.2 metres in height to the eaves and 9.8 metres to the pitch. It is a two storey block and will be a flexible building as it can be broken up into different combinations depending on retail occupier requirements. Some may have mezzanines but this floorspace has been taken into account and will not be greater than the proposed 16,232 square metres for the whole site. This buildings main frontage will be onto the car park and will be glass and red brick. The rear elevation will be onto the River Aire and will be red brick and composite cladding above. The servicing will be to the rear and the service yard will have green fences (foliage is planted into the fence to create a hedge effect) to shield the yards and provide some acoustic screening.
- 2.4 The third element will be a main store onto Bridge Road which will have a ground floor space of 1,858 square metres. This will be attached to the second block described above. This will be constructed of glazing and re constituted stone on the frontage with a small element of zinc feature cladding. The upper half of the glazing will be aluminium bris soleil. The re constituted stone will be on the side elevation for the first 20.5 metres then red brick and composite cladding for the rest. The roof will have a small pitch and will be constructed from profiled aluminium colour coated roofing system. This building will be 38 metres in width at the Bridge Road end and 46 metres where it adjoins the second block. Its length will be 34 metres at the front and 52 metres at the rear. The height will be 8.4 metres to the eaves and 9.5 metres at the pitch. The occupier of this unit with be another anchor tenant which along with BHS forms the two anchor tenants for the development.

- 2.5 The final element is the building facing Bridge Road. This will be two storey and account for 1,543 square metres. The building will be just short of 25 metres in width and the two storey element 58 metres in length. This building is two sided and can be traded from both the front and the rear. This will be marketed to a mix of retailers in the form of restaurants/cafes/ coffee shops. The plans show that there will be 5 units with the extent of mezzanine depending on the occupier's requirement. It will consist of glazing and red brick to the front elevation with a slate roof. Both ends will be red brick with a glass corridor between the two. At the western end will be an additional single storey unit fully glazed on the front and side elevation with glazing and red brick on the rear elevation.
- 2.6 The proposed access will be the existing access at the eastern part of the site next to an existing sub station. The access will be round the perimeter of the site with the egress on the western part of the site next to the adjoining office building. The car park will be in the centre of the site.
- 2.7 It is proposed to remove part of the embankment on the western boundary along the River Aire with a retaining wall and a small flood wall along the eastern side of the site. Boundary treatments will be walls and weldmesh fences. There will be landscaping comprised off individual trees within the car park plus off site tree planting subject to the landowners agreement.

3.0 SITE AND SURROUNDINGS:

- 3.1 The application site comprises the former Alders department store in a single building of varying elements with a car park surrounding the building on all sides. The floorspace of the current building on site is 12,730 sqm. British Home Stores occupy the building at the current time. Vehicular and pedestrian access is from Bridge Road where the front entrance into the store is located. To the east of the site is the Abbey Light railway and Abbey Mills, to the west there is the Kirkstall Design Centre and the River Aire, to the north there is a single dwelling at the Weir and beyond that the River Aire and Kirkstall Abbey, to the south there is the Morrison's development and a rugby training ground. The site forms part of the defined Kirkstall District Centre in the adopted UDP. The existing building is brick and two storey fronting Bridge Road with a series of pitched roof industrial sheds behind. The landmark clock tower on top of the building was removed in 2005 for safety reasons.

4.0 RELEVANT PLANNING HISTORY:

H26/47/77 – Change of use of warehouse to retail sales. Refused 25 Jul 1977 but allowed on appeal 11 Oct 1978
24/113/03/FU – removal of condition B of H26/47/77 (sales of durable goods only). Approved 5 Sep 2003
24/413/04/fu – application for 9 retail units and 3 food and drink units refused permission on 22 January 2007 allowed on appeal on 7th April 2008.
10/01298/EXT – extension of time application for the 9 retail units and 3 food and drink units approved 9/2/2011 (was approved by panel on 12 August 2010.)

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 Negotiations at pre application stage commenced in early 2011. Officers have been negotiating with the developer regarding this proposal for a number of months. The

plans have evolved through these negotiations concluding with the plans being presented to you today.

6.0 PUBLIC/LOCAL RESPONSE:

At the last panel meeting a email from all three ward members for Kirkstall was presented which withdrew Councillor Illingworths and Councillor Atha previous objections. The revised comments were:

1. The new proposals are a significant improvement on the previous planning consent and are generally supported.
2. We encourage Metric to cooperate with the neighbouring retail operators and potential developers to achieve a satisfactory outcome for the wider area.
3. We do not want to delay consideration of the Metric application, however we would like to see urgent meetings with highway officers to optimise traffic movements on Bridge Road and ensure that sufficient land is available to the South of the development to guarantee priority for Public Transport at peak times.
4. We support the proposed concept for the public realm and the inclusion of the iconic clock. We would encourage community involvement in establishing pieces of public art.
5. We are pleased to see the developers are co-operating with the Abbey Light Railway and also improving active travel routes along the valley floor.

Since last Panel there have been further emails from Councillor Illingworth regarding the proposal. He is concerned that the application is being rushed by officers to Panel for a decision and there has not been adequate time to assess all of the issues especially in relation to highway impacts and the impact of the scheme along with the application by Tesco at Kirkstall Hill which has only just been submitted.

Meetings between Ward Members and officers are ongoing and any views from Ward Members at these meetings will be verbally reported to Panel.

uncillor Walshaw (Headingley Ward) I agree with Councillor Illingworth initial comments that the applications should be considered in terms of their cumulative impact and transport issues are central to this. Councillor Walshaw has sent further comments stating that these important land use developments that will have a dramatic impact on part of city. Members need opportunity to discuss matters before the Metric development goes before Panel.

Keith Collridge chair of Gilbert and Sandford Residents Association – Totally agree with Councillor Illingworths comments (referring to first set of comments). Kirkstall already at saturation point and residents have already expressed their fears over this issue.

John Liversedge Kirkstall Valley Communication Association – Councillor Illingworths makes very good points the focal point of the application must be the traffic issues.

Leeds Civic Trust – Offers its support for the development with the following comments;

- Developers have gained an understanding of the way in which Kirkstall operates and how a retail park on this site could make a positive contribution to the community
- Strong pedestrian's links need to be developed between this site and other retail units within the district.
- Highways are very complex and feel that adding yet more traffic light junction to an already complex network is not the answer. Need to go back to first principles and develop a road layout which acknowledges the existence of the various retail parks in the area while not condemning the pedestrians to a mass of crossing interrupted by corrals on small traffic islands.

One letter of comment from a local resident who states that overall they are supportive of this application but have a few comments to make:

- The west elevation of the retail terrace needs to be improved. The east face into the development itself is attractive but its rear is not and will be visible to everyone who visits the site.
- I can see no reference to delivery traffic, concerned that heavy traffic will use Burley Road, Morris Lane, Abbey Walk and Kirkstall Hill and Lane. Should be planning condition to ensure such traffic is confined to the A65.
- The pedestrian space for the public at the entrance by the new proposed clock is too small to be of much use. Perhaps some of the car parking spaces could be lost to allow people to enjoy 'pausing' spaces especially to catch the sun.
- Support the proposed footpath over the Abbey Light Railway but how can this be delivered.
- Glad that there will be recording of the surviving 2nd World War feature.
- Agree with Metro that new attractive bus shelters should be provided.
- Regret no public access to riverside and hope that the plans include encouraging wildlife at the least.

7.0 CONSULTATIONS RESPONSES:

STATUTORY CONSULTEES

Environment Agency – No objections subject to conditions in relation to works required as part of the submitted Flood Risk Assessment.

NON-STATUTORY CONSULTEES

Highways initial comments were that the proposal could not be supported as submitted due to the following:

- The traffic assessment needs amending to include all GFA in the assessment and to represent the proposal for an element of food retailing.
- Need restriction to include no more than 706 sqm GFA of food retail
- Parking provision is very low and should be increased
- Proposed egress signals are located too close to the adjacent access road (Sandford Place) and do not provide adequate lane widths or cycling facilities on

Bridge Road through the new traffic lights. Additional land from the site frontage is needed to achieve an appropriate road layout.

Amendments have been submitted to cover these matters and highway officer's views are the following:

- Agree that the flow changes do not have a negative effect on the performance of the junctions, and that in places the degrees of saturation are marginally reduced. It is noted that the TA does not take into account of the proposed and as yet unspecified development on the Kirkstall District Centre Site which would be expected to put major pressures on the network in the area. A planning application for the re-development of the Kirkstall District Centre Site has been submitted. A separate Transyt model has been prepared for that scheme which does take into account the BHS site traffic and other committed developments. On the basis of the previous extant permission on this (BHS) site and the ability to assess all of the sites impact together, in dealing with the Kirkstall District Centre proposal, I do not consider that there is a need to re-assess the TA for the BHS site to take account of the new application on the Kirkstall District Centre site.
- The revised alignment for the footpath link through Abbey Grounds is welcomed and signage to direct pedestrians especially on the days the railway is operating is required.
- Changes to accommodate extra road width for cyclists at the egress are welcomed. The proposals do not make any enhancements to cater for additional cycling demand at the junction of Bridge Rd/Leeds and Bradford Road/Broad Lane which has been highlighted as being hazardous to cyclists. Access to the canal towpath for cyclists and pedestrians is confusing and would benefit from signing from the development site.
- A revised layout has been provided showing 391 car parking spaces. There are still concerns into the level of parking provided which should ideally be no less than 450 car parking spaces. However, the layout on the site makes it unlikely that this will lead to any blocking back of traffic onto Bridge Road. In addition parking restrictions on Bridge Road are restrictive enough to prevent on street car parking here. For these reason no objection is made on the basis of car parking.
- Off site highway works required should include:
 - o Access plays and reinstatement of existing crossing points.
 - o Egress signals including straight across pedestrian crossing
 - o Refurbishment of controller and signals at Leeds and Bradford Road/Wyther
 - o Contribution required to improve signing to the towpath and address the cycling issues at the Leeds and Bradford Road/Bridge Road junction are sought.

NGT Planning Coordinator – a contribution of £223,298 should be sought for public transport improvements. This is based on the increase in GFA from the application based on the contribution required as part of the appeal which was £170,000. The applicant has submitted information into other costs for the development which should be considered to allow a further 10% discount to the figure required for public transport improvements in line with section 4.5 of the SPD. This has been accepted so the requirement is now £199,793.

Metro – The site is in a very accessible location for public transport users which will be further improved by the A65 QBI is operating. Metro welcomes the development as it enables public transport to be a realistic travel option for both staff and shoppers. However, there could be high bus numbers, increased traffic levels can have a greater impact on bus services than in other areas where fewer buses operate. The development must ensure that the journey time of bus users are not adversely affected by the development particularly the journey time benefit of the QBI are not absorbed by the increased traffic as a result of the development. Concerned that car parking provision has also been decreased. A balance needs to be struck to ensure that the car parking provision is a sufficient level to ensure informal parking does not occur around the site. The bus stops to the front of the development would benefit from an upgrade at a cost of £10,000 per shelter.

Ecology – concerns regarding the treatment of the river bank and extent of works not entirely clear. Otter survey has been submitted which states that there is no evidence of Otters along the riverbank in this area. The ecologist is assessing this information and their comments are awaited.

WYAS – Application site had previously been James Popplewells Thrift Stores Ltd from 1939 with the building constructed in the 1930s. During the Second World War a purpose built brick firewatchers post or strong point was constructed on the roof of the office building. This post is an undesignated heritage asset and has local significance as a rare survivor of a Second World War defence structure integrated into an industrial building. Structures of this period are increasingly rare and are of further study if threatened by developer. Recommend that an appropriate level of archaeological and architectural recording should be carried out prior to the demolition of the office block and firewatchers post.

Access officer – Amendments to car park required.

Policy – The proposal is within an town centre location so no objection

Architectural liaison Officer – Offers suggestions to improve safety.

Coal authority – No objections subject to conditions

Yorkshire water – No objections subject to conditions

Contaminated Land – No objections subject to conditions

Transport Policy – Amendments to the Green Travel Plan required.

8.0 PLANNING POLICIES:

Leeds UDP Review (2006)

- 8.1 The site comprises land outside the main urban area but inset within the green belt in the adopted Leeds UDP Review (2006). No specific allocations or designations affect the site (with the exception of the recreation ground which is a protected playing pitch under Policy N6). Relevant policies comprise:

PPS1 – Creating sustainable communities.

PPS4 – Planning for Sustainable Economic Growth

The site is unallocated in the Leeds Unitary Development Plan (2006) and is located within the town centre of Kirkstall.

Relevant Unitary Development Policies;

S2 – vitality and viability of town centres to be maintained and enhanced.

S3 – enhancement and maintenance of town centres.

S3a – priority given to refurbishment and enhancement of Kirkstall.

BD5 – new buildings design consideration given to own amenity and surroundings.

N12 – priorities for urban design.

N13 – new buildings should be of high quality.

LD1 – landscape scheme.

T2 – development capable of being served by highway network.

T24 – car parking guidelines.

GP5 – detailed planning considerations should be resolved including design and loss of amenity.

PPS1 “Delivering Sustainable Development” 2005

- 8.2 Para 3 states that sustainable development is a core principle underlying the planning system. Para 18/19 states that planning should seek to “improve” and “enhance” the local environment. Para 27 states that planning authorities should improve access to jobs, health, education, shops, leisure and community facilities and open space by foot, cycle or car to reduce reliance on car. Para 27 also states that planning authorities should promote the more efficient use of land through higher density development and bring vacant and underused land back into beneficial use.

PPG13 “Transport” 2006

- 8.3 Para 4 states key objectives as promoting more sustainable transport choices, promoting accessibility to jobs, shopping, leisure and other service by public transport and reducing need to travel by car. Para 74 states local planning authorities should identify routes for bus improvements and potential for improved transport interchange, and negotiate improvements in public transport provision. Para 76 and 79 state the importance of promoting walking and cycling as a prime means of access. Para 91 states that the acceptability of a Travel Plan will depend on the extent to which it materially affects the acceptability of development.

Adopted SPD “Public Transport Improvements and Developer Contributions” 2008

- 8.4 Para 4.3.15 states that the minimum level of accessibility to public transport should be 400m to a bus stop, offering a 15 minute (or better) service to a major public transport interchange, normally Leeds city centre, between 7am and 6pm, with a 30 min service up to 11pm and at weekends. Para 4.3.16. confirms that in locations where public transport accessibility is not acceptable, the developer is expected to establish and fund the measures required to make the site accessible.

Draft SPD “Travel Plans” 2007

- 8.5 Para 4.23 confirms that any applications comprising more than 50 dwellings will require a Travel Plan. Table 2 lists essential components of any Travel Plan . Table 6 lists the process for speculative outline applications.

9.0 MAIN ISSUES

1. Principle of development
2. Highways
3. Public Transport and Travel Plan Issues
4. Design/visual amenity
5. Landscaping and ecology
6. Boundary treatments and flood walls
7. Job creation
8. Ward Members

10.0 APPRAISAL

1. Principle of development

- 10.1 The whole of the site is within the Town Centre boundary of Kirkstall so policy S2 is applicable which states that the vitality and viability of town centres listed within policy S2 will be maintained and enhanced in order to secure the best access for all sections of the community to a wide range of forms of retailing and other related services. The site has one large retail unit on the site and the proposal is for a range of retail units in terms of size plus some restaurants or cafes. The mix of uses on the site provides a range of retail uses for the surrounding area rather than one existing use. This should improve the vitality and viability of the Kirkstall town centre providing a range of outlets for the surrounding area and complies with policy S2. There is an application for a large Tesco superstore with a range of small retail units proposed on the existing Kirkstall District Centre. This scheme along with the redevelopment of the Kirkstall District Centre should improve the area as a whole and add to the long term viability of Kirkstall. With the requirements of the conditions and the section 106 agreement along with compliance with policy S2 as well as there being an existing use on the site and the fact that there is a live permission on the site for a mixed retail development lead officers to conclude that in principle the development is considered acceptable.
- 10.2 There is a current permission for retail development on this site which was allowed on appeal in 2008 and an extension of time application was approved earlier this year. The permission related to 16,620 square metres of gross internal area floorspace. There was also a section 106 agreement which ensure provision of £170,000 to public transport improvements, £40,000 towards highway improvement works on Bridge Road/ Wyther Lane and a landscaping contribution for off site landscaping work of £105,000. This scheme will provide an additional £29,793 towards public transport improvements which will be used for public transport improvements within the area of Kirkstall along with two upgrade of bus stops, northern and southern pedestrian links and provision of a cycle lane on Bridge Road. Along with these there would be a clause to ensure that the jobs created would be for local people and a requirement that the car parking spaces is no less than the 391 proposed to prevent car parking spaces being converted to other uses. These additions plus a scheme which has designs improvements on the previous approval will have additional benefits to Kirkstall and improve its long term viability.
- 10.3 This scheme is for 16,232 square metres of gross internal floorspace area. The applicant requires the flexibility in terms of the size of units and whether there will be mezzanine floors for not. This will depend on the individual occupiers who will occupier the retail units. If all of the units have mezzanine floors then this floorspace plus the proposed ground floor space will not exceed the 16,232 square metres. A condition can be attached to control the over floorspace figure.

- 10.4 Both the current application and the previous application allowed for A3, A4 and A5 (restaurants/cafes/drinking establishments/hot food take away) uses on the smaller units fronting Bridge Road. A condition was attached to the previous permission limiting these uses to the units on Bridge Road only as these uses in the larger buildings would alter the variety of uses available on this site as well as having car parking and traffic implications. This condition is required on this current scheme as well. This current application does request a small amount of food retail which was not on the approved scheme. This amounts to 706 square metres of gross internal floorspace. A condition can be attached to restrict the food retail to this floorspace limit as larger food retail would have policy and highway issues that would need to be assessed.

2. Design and visual amenity

- 10.5 The existing building to the front of the site is three storey and constructed from red brick. There was previously a clock tower on this building which was removed in 2005 as it was unsafe. This existing building presents a good quality building which faces onto Bridge Road and has a presence in the street scene. The other buildings on the site behind this frontage are constructed from a range of materials and their design does not provide positive presence in the street scene.
- 10.6 The proposed scheme involves the demolition of all these buildings. The proposal offers a two storey building constructed from red brick and glazing with a slate roof facing onto Bridge Road. This building is set in line with the road network. This building takes on board materials local to the area in terms of the use of red brick and a design and scale that matches housing that is present in the area. The glazing elements provide a modern element to the frontage. This block has two frontages onto Bridge Road and the car park at the rear and the retail development therefore provides a active frontage on these two elevations
- 10.7 The second building on the front will be one retail user who will be an anchor tenant for the development. The building will be constructed from re-constituted stone and glazing on the front elevation which will return round onto both side elevations. The building will be a two storey height similar to the other building which fronts onto Bridge Road. The building is modern in appearance but uses re-constituted stone with stone being used in the surrounding area. This building is not in line with the road and is angled into the site. This angle allows for the other frontage building to be seen and opens up the front to views into the development. The side of this building will be visible in the street scene and is designed using materials present in the area. This set back also facilitates the opening up of a public area.
- 10.8 Behind this anchor building will be a row of retail units. The frontage is onto the proposed car park with the back for servicing being along the River Aire. These buildings are two storey in scale with brick and glazing on the elevation facing the car park. These materials tie this row to the main building on the front elevation. The glazing elements vary in design along the row which introduces variety and breaks up the row of retail units. To the rear facing the River the materials are the same bricks with composite cladding. There has been concerns regarding how this unit appears from the rear especially from views off Bridge Road and from along the River Aire. The egress from the site also goes to the rear of this elevation. However there are green walls proposed which will help to shield the service areas and vehicles from views leaving the development and across the River Aire. There is also planting on the bank of the River on this side and the applicants are willing to fund more planting along the River Aire side which will help to shield the rear elevation from views out of the site. This planting will be on land outside of the

applicant's ownership but the applicants have been having discussions for planting along here with the owners and this provision can be part of the proposed section 106 agreement.

- 10.9 The final building is the large anchor building to the rear of the site. One half of this building will house the existing BHS store and the other half another retail occupier. This building will be two storey in scale and will match the front anchor building using glazing and reconstituted stone on the front elevation which wraps round to cover part of the side elevations. The rest of the two side elevations and the rear elevation will be red brick and glazing to match the other buildings on the development. Servicing for this store will be to the rear which will be shielded from any views by extensive landscaping just outside of the boundary of the development.
- 10.10 This new scheme is an improvement in terms of design over the previous appeal scheme. The development is one storey less than the existing permission so is in scale with the buildings that surround the site which are generally two storey. Members at the previous Panel raised concerns regarding views of the development from Kirkstall Abbey and views off Kirkstall Abbey from the development. The applicant is to provide images to show the views from both of these places. Having said that this development being a storey less than the existing approval so its impact on the surrounding area as well as from the Kirkstall Abbey is reduced. The abbey is at a higher level than this site so the new heights of the building should allow for views of the abbey from this site and beyond. There is landscaping between the two which will soften the development. The applicants are willing to locate a café proposed to the replacement BHS store to the rear to provide important views from the development back towards Kirkstall Abbey.

Overall the design of the building are considered acceptable by officers.

3. Highways

- 10.11 Planning permission has previously been granted for retail development on the site and this was renewed by Panel in August 2010 and is still a 'live' application. This application involves the same amount of floorspace as the approved application. However, this consent includes the ability to include some food retail (706 sqm) and this will exhibit higher trips rates than non retail floorspace does. The trip rates need to be recalculated including this food retail element. This has now been submitted and officers have assessed them. The Traffic Assessment shows that flow changes do not have a negative effect on the performance of the junctions and that in places the degrees of saturation are marginally reduced. The TA does not take into account the proposed development at the Kirkstall District Centre by Tesco as when this application in front of you today was submitted the level of development at the Kirkstall District Centre was not known. A planning application has just been submitted for the redevelopment of the Kirkstall District Centre and this application has taken into account the development of the application site and other commitments within the area. On the basis that this application site has an extant permission it is considered that there is no need to re-assess the TA for this scheme to take into account the proposed redevelopment of the Kirkstall District Centre.
- 10.12 There are less car parking spaces proposed than the previous scheme. The permitted scheme has 438 car parking spaces and this application originally only had 350 spaces. Revised plans have been submitted which have increased this level of car parking to 391 which is still less than the previous scheme. There are

still concerns regarding this level of car parking which should ideally be no less than 450 spaces. However, the layout of the site has a long access road within the site before the car parking spaces are reached. This should ensure that any queuing will be within the site itself and should not go back onto Bridge Road. In addition parking restrictions on Bridge Road are restrictive enough to prevent on street car parking here. The reason for this lower level of car parking is that the buildings have a greater footprint than the existing scheme but there is also additional benefits including better circulation through the site which allow for any congestion to be on the site itself rather than the existing highway network. The previous scheme also has a car park to the rear of the back unit proposed on the site. The building has moved to the back of the site with the public car park on the front of the building. The original rear car park was a security risk and would not have been used to its full capacity. With the car park to the front people will find this a safer place to park and will use the spaces. There are a small number of spaces to the rear of this building for staff only. The car park should also be available for other users of the town centre which will improve accessibility of the rest of the Town Centre for car users. A requirement in the section 106 agreement should state that the level of car parking of 391 spaces should not be reduced as there is often pressure for the car parking spaces to be lost to other uses once development commences. On this basis there is no objection raised to this level of car parking.

- 10.13 A Green Travel Plan has been submitted with the application. Amendments to this are required and a revised Green Travel Plan has been requested from the applicants. If a plan has not been submitted before Panel the application will need to be deferred and delegated to cover this matter.
- 10.14 The access to the site is using an existing access and is considered acceptable for the level of development. Concerns were raised by officers regarding the proposed egress from the site and the safety of cyclists on Bridge Road. Amended plans have been submitted regarding this egress which subject to a couple of minor changes can now be supported by officers. The proposal do not make any enhancements to cater for additional cycling demand at the junction of Bridge Road/Leeds and Bradford Road/Broad Lane and suggest that the canal towpath for cyclists and pedestrians is confusing and would benefit from signage from the application site. There are also improvements to the pedestrian linkages from the site to the surrounding area. There will be a footpath from the site over the existing Abbey railway which will link into existing footpaths through the Abbey Mills complex and beyond. This footpath will also allow for pedestrian access through the site from other uses within the Town Centre and the residential development north of the Town Centre. There is also a new footpath proposed from the site to the Abbey Light Railway boarding area so residents can park on the car park and have a safe access to use the Light Railway.
- 10.15 Other off site highway works to form part of the section 106 agreement include:
- access splays and reinstatement of existing crossing points
 - egress signals including straight across pedestrian crossing
 - refurbishment of controller and signals at Leeds and Bradford Road/Wyther Lane
 - Contribution required improving signing to the towpath and addressing the cycling issues at the Leeds and Bradford Road/Bridge Road junction.

4. Public transport contribution

- 10.16 There is a request for a contribution to public transport required in line with Supplementary Planning Document 'Public Transport Improvements and Developer Contributions'. The contribution requested for this development is £223,298. There

is also a request to pay £3,750 towards monitoring of the Green Travel Plan. Metro have also requested the upgrade of two bus stops shelters. The existing approval on the site which was extended last year requested a payment of £170,000 to cover public transport improvements and monitoring of green travel plan. The developer is only willing to pay this £170,000 and the contribution to the Green Travel Plan. The requirements of 10.5 above and the upgrades to bus stop shelters are required on top of the £170,000 but the developer wishes to pay for these out of the £170,000 pot. Members requested at last Panel further information in relation to this matter in terms of what does the money get spent on so what would not receive a contribution if this additional money was not paid.

10.17 The developer since Panel has submitted a detailed justification as to why they consider that the higher figure is not appropriate.

- The renewal permission granted in February 2011 was assessed against the same criteria in the adopted SPD when the £170,000 was an accepted level of contribution. As there is no increase in floorspace and based on the same SPD then the contribution should be the same.
- The figure of £170,000 was an increase from the amount agreed at the appeal and the amount of contribution has already increased.
- The SPD makes it clear that standard charges for developer contributions should not be applied rigidly in all the circumstances without the regard to the context of the individual application and site. Final level will be negotiable subject to the unique aspects of the individual application and that a 5% reduction can be applied for each of the criteria which can be met.
- There are a number of unique aspects concerning this
 - i) Site is within an existing town centre and established retail destination in its own right.
 - ii) Existing public transport network is excellent and improvements to this are supported, however, the scheme seeks to integrate and link with its boundaries as much as physically possible to the overall benefit of Kirkstall. These improvements include:
 - New pedestrian linkages to Abbey Park and Abbey Light Rail crossing
 - General landscaping improvements to the LCC land around Abbey Mills
 - Public art and public realm improvements including the feature clock
 - Connections to Abbey Light Rail
 - iii) These are clearly to the wider community which would result in significant cost to the development and should be taken into account. (See para 4.5 iii)
 - iv) The SPD also refers to 'abnormal development costs'. The flood defence requirements as identified by the Environment Agency are significant and again the requirements and therefore costs are more onerous than the consented scheme.

In summary there will be substantial improvements delivered by the scheme in the form of benefits to the wider community and abnormal development costs which would qualify the proposal to a further 10% reduction in the calculation figures already provided. (10% in total.)

10.18 Officers reply is that appendix 1 of the Public Transport SPD lists the schemes that money secured under the Policy can be spent on. This list is not fixed and can be updated on an annual basis via the Annual Monitoring Review of the LDF. Such a review has just taken place with an updated Appendix 1 to be agreed by Executive Board in December. The A65 Quality Bus Initiative is the scheme closest to the site listed in the current Appendix 1. This scheme is being constructed at present having

been funded through a £21.2m grant from central government and £1.36m of Leeds Local Transport Plan monies. It is envisaged that any monies secured from this development would be used towards this scheme, freeing up the LTP funds for other transport schemes in Leeds. In this context it is important to note that the payment of developer contributions and timing of large public transport infrastructure schemes will often not coordinate due to different drivers. The matters listed by the developer to come out of the £170,000 are not covered by this updated Appendix as matters that the contribution can be used for.

- 10.19 The PT contribution calculation for the renewal application in February 2011 was increased from the appeal sum, due to the adoption of the SPD in the intervening period, which included an increase in the cost multiplier and therefore an increase in contribution. Given the current application is a full one, the calculation has been started from scratch using the SPD formula with trip rates and modal splits from the submitted TA, whilst recognising the existing store on site. This resulted in the higher contribution figure of £223,298. The Policy Officer has considered the arguments made by the applicant and accepts that as per section 4.5 there is a case for a further 10% discount bringing the required contribution down to £199,793. The other off-site highway works, travel plan monitoring and bus stop improvements would be in addition to the £199,793 contribution outlined above.
- 10.20 The matter was raised about car parking by users of the rugby pitches across the River Aire and whether there is the possibility of a footbridge linking the sites.
- 10.21 The developer has provided further information in relation to this matter. Parking on the BHS site for users of the rugby pitches has been allowed by the previous owners on an ad hoc basis when the rugby clubs had events on and the BHS was either closed such as a Sunday morning or when the store has little demand. There is no legal agreement with BHS and the users of the rugby pitches. The new owner has stated that they would look to co-operative with the rugby clubs to allow the use of their car park for special events if it was at times when the shops are either closed or when there is low demand for the car parking.
- 10.22 In relation to a footbridge this was not a requirement of the previous approval which is still valid. The Inspector in his decision on the previous scheme stated:
- ‘Bearing in mind that there is no evidence that the Environment Agency would allow a bridge over the River Aire in this location, or that it is feasible to design a bridge, the constraints imposed by the height of the flood defence measures the degree of uncertainty is such that I cannot regard the absence of provision for these routes as a matter which justifies dismissal of the appeal’
- 10.23 The flood defence requirements for this site and proposed development impose Constraints on the potential for any crossing in this location. The existing flood defence wall, height of bunding and angle required to elevate a bridge above these two elements would mean that any bridge would have to be so significant in height to able to cross the river, it would be both visually intrusive and cost prohibitive given its impact on the design and layout of application proposals. It would cut across the service yard and would impact on the ecology and wildlife activity on the river bank. Furthermore the existing bund and wall and subsequent increase in height which the application proposals will necessitate, mean this area cannot be connected to the site and by any physical structure.

5. Landscaping and ecology

- 10.24 The proposal involves little additional landscaping within the development. There are a number of trees proposed scattered throughout the proposed car park. The aim is to provide high quality mature trees throughout the development rather than a larger number of smaller trees which take time to provide a presence. The applicant is looking to plant more trees outside of the application site on land not owned by the applicant. Discussions are continuing between the applicant and these landowners regarding supplementary planting and maintenance. As these sites are outside of the land ownership conditions cannot be attached to achieve this planting and maintenance and the scheme must be considered in the absence of this planting. Plans have now been submitted showing the level of the proposed off site works which are currently being assessed by Leeds City Councils Park and Gardens department who are representing LCC who own the adjacent site and our landscape officers. This provision can be included with a section 106 agreement to ensure that it is obtained.
- 10.25 There is an area of TPO trees to the rear of the site on the boundary with Mill Race. Within this area the loss of 3 trees is proposed which have been deemed to add little value to the group of TPO trees and are dead/dying and diseased.
- 10.26 On the boundary with Abbey Mills the intention is to retain most of the trees on this boundary. The land beyond is owned by Leeds City Council and the developer is having discussions with Estate officers to do more planting within this area which will help to soften the development.
- 10.27 On the boundary with the River Aire there is a proposal for significant tree removal on the side within the development to facilitate the development. There is concern regarding the removal on this elevation and officers have requested additional information regarding this matter before this tree removal can be supported by officers. The applicant has agreed to planting on the other side of the River Aire bank outside of the ownership of the applicant and this is considered acceptable subject to a clause in the section 106 agreement which has been discussed above.
- 10.28 The Councils ecologist is concerned regarding the proposed works along this River boundary and has requested an otter survey. This shows that there was no otter and water vole activity present along the River Aire boundary. This is being considered and officer's views on this will be reported at Panel.

6. Boundary Treatments and Flood Walls

- 10.29 The site has the River Aire on the western side of the site and a subsidiary known as Mill Race/Kirkstall Goit on the eastern side of the site.
- 10.30 On the boundary with the River Aire there is an existing embankment which prevents flooding of the site from the River Aire. This development will involve digging out of the embankment on the side of the development. A new retaining wall will be constructed along this boundary which the Environment Agency support. There is concern regarding of the impact of this embankment removal on the existing trees and wildlife and further information has been requested for assessment.
- 10.31 On the opposite side of the site along the Mill Race there is a small wall required approx. 300mm in height which is acceptable to the Environment Agency and will not have an impact on the boundary visually.

- 10.32 The boundary treatment for the eastern side along the Mill Race will be a 1.5m high in total fence above the proposed flood wall. This will extend along this boundary to the proposed access to the Abbey Mills over the existing railway line. This fence will allow views out of the site to the trees and landscaping within the Abbey Mills complex but provide security.
- 10.33 The rest of this eastern boundary will be a 2.2 m (in total) weldmesh fence on top of the flood wall. This boundary treatment will be shielded from views as it is alongside the new BHS building and its servicing access and servicing car park. As the fence is weldmesh it will also allow views out of the site.
- 10.34 On the northern part of the site there is a 2.5 metres acoustics fence with climbing plants. This will not be seen from general views but is required as there is a residential property beyond this boundary.
- 10.35 Along the western side along the River Aire will be a 2 metre high weldmesh fence. This will be open and allow views into and out of the site and will offer security for the development.
- 10.36 Overall the proposed boundary treatments are acceptable but more information is required regarding the works along the embankment of the River Aire before officers can comment on the flood walls.

6. Job creation

- 10.37 The proposal will create jobs both for the construction period of the development and then jobs within the businesses themselves. Metric are committed to providing employment for people within the local area where possible and are happy for a clause in the section 106 agreement relating to local jobs and training. It is anticipated that the full job package that will be offered will be available for Panel before a decision is made on the application.

7. Ward Members

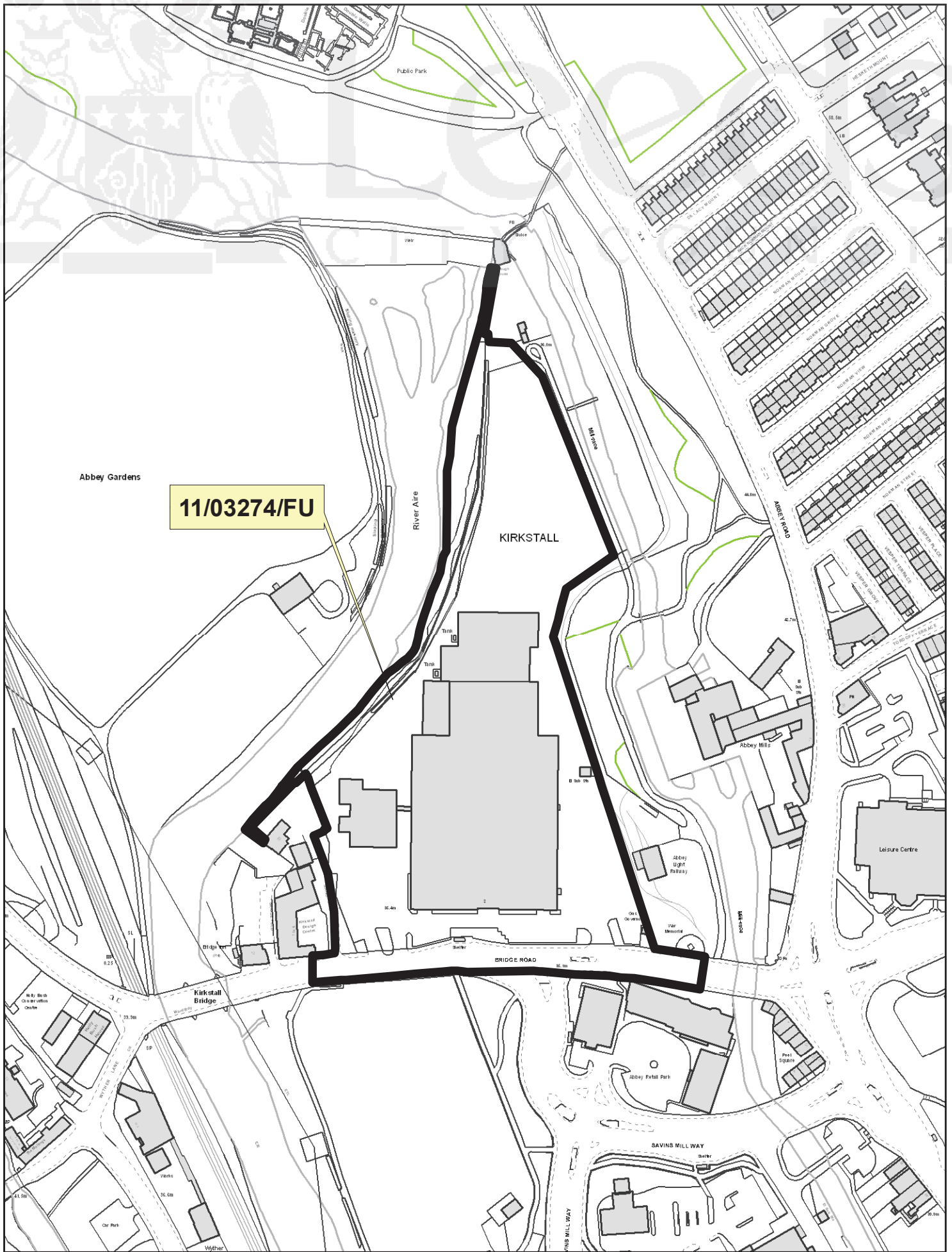
- 10.38 Ward Members have raised additional information that they would wish to be addressed as part of this application. These include the following:
- wind modeling
 - active travel
 - impact on the listed building
 - climate change

It is hoped to obtain additional information on these matters before Panel. If not the request for defer and delegate could also cover these.

11. CONCLUSION

- 11.1 The proposed application involves the redevelopment and regeneration of a town centre site. There is already an existing permission for redevelopment of the site to provide a range of retail units for the area. This scheme involves no more floorspace than the existing permission but there are more benefits for the local area over and above what the previous scheme provided. The design is vastly improved and will provide an important setting within the Town Centre. There will be additional funding for public transport improvements, upgrade of new bus stops, better pedestrian links

with the surrounding area. There will also be off site planting to both side boundaries which will soften the development and provide an appropriate setting for the buildings. The current scheme is the same floorspace as the existing permission and will have no additional impact on the highway network over and above the impact of the existing permission. As this site has an existing permission and there are no additional impact on the highway network then there is no reason for the application cannot be considered prior to consideration of the Tesco scheme at Kirkstall District Centre. The Tesco proposal will need to be developed in the knowledge of this proposal and indeed the extant approval for retail development on this site. The proposal will provide important regeneration and will provide employment opportunities. Overall officers support the application subject to a section 106 agreement and conditions.



11/03274/FU

WEST PLANS PANEL

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Originator: Carol
Cunningham
Tel: 0113 247 8017

Report of the Chief Planning Officer

PLANS PANEL WEST

Date: 10th November 2011

**Subject: POSITION STATEMENT for
Application Number 11/03820/FU – Laying out of access road and erect retail
foodstore with service yard, covered and open car parking and landscaping
Application Number 11/03826/FU – Conversion of Listed Buildings to form 17 flats
Application Number 11/03828/LI – Listed building consent for refurbishment and
demolition of buildings
At Stonebridge Mills, Stonebridge Lane, Wortley.**

APPLICANT	DATE VALID	TARGET DATE
Tesco Stores Ltd and Santon Developments Ltd	8 September 2011	8 December 2011

Electoral Wards Affected:

Farnley and Wortley

Yes Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

Members Comments on the following are requested;

Supermarket application (11/03820/FU)

- The principle of development
- Highways in terms of highway alterations, access arrangements, level of car parking, contributions required for public transport infrastructure, Metro contributions and green travel plan.
- Design
- Boundary treatments
- Landscape and ecology
- Residential amenity

Residential conversion applications (11/03826/FU & 11/03828LI)

- Principle

- Design
- Impact on listed buildings
- Affordable housing and greenspace .

1.0 INTRODUCTION:

- 1.1 The Chief Planning Officer considers that this application should be referred to the Plans Panel as it is a significant development.

2.0 PROPOSAL:

- 2.1 Outline planning permission for a supermarket with access and a new build/conversion of existing buildings to a mixed development was granted in 2005 and this permission was renewed in 2008. A reserved matters application for a supermarket was approved by Panel in August 2001. This proposal was for a supermarket that was 2321 square metres (24,990 square feet) net sales area. There are now three applications that have been submitted for development on this site which are for the following

Application number 11/03820/FU – Supermarket

- 2.2 The supermarket is on the part of the site covered by the reserved matters application which was approved in August 2011. The proposal does extend beyond the reserved matters application into the site adjacent which has the listed buildings and Mill Pond. The Mill Pond will be reduced in size more than on the previous approval. The proposed store will have a gross floor space of 9,317 square metres and net sales floor space of 4,907 square metres. The supermarket that was approved earlier on this year was for 2,321 square metres of net sales floor space. The store will be two storey with a car park underneath the store, along with some surface car parking. There will be a provision of 467 car park spaces. There is a service yard on the upper level which is located on land between the store and the adjacent site which has the listed buildings that are proposed for conversion.
- 2.3 The access for the previous approved scheme involved an additional leg of the roundabout at the junction of The Ring Road and Stonebridge Mills. This scheme involves traffic lights on this roundabout and the store accessed off an access road off the Ring Road which will also have a traffic light controlled junction. This will involve a new footbridge over Wortley Beck in a different location than shown on the previously approved scheme.
- 2.4 The supermarket is proposed to be constructed from natural stone facing, glazing and larch cladding panels. The front elevation will be glazing and natural stone facing. The overall height on this elevation will be 14 metres at its lowest point and 16 metres at its highest . There is a 'Travelator' lobby on the front elevation which will be at a lower height of 12 metres. On this elevation will be a composite cladding and natural stone facing wall to the service yard which will have a maximum height of 6.5 metres. The side facing the listed buildings will be faced in natural stone and glazing and will house the access road to the service yard. Part of this elevation will cover the plant well which is located to the rear on the boundary with residential properties. This plant well will be covered with louvres. The other side elevation facing the car park will be glazing and larch cladding panels. The rear elevation will be larch cladding panels and louvres to the plant well.
- 2.5 To the rear of the site on the eastern boundary the building will form the retaining wall for the length of the banking to the rear. On this boundary with the car park will be a crib wall which was approved as part of the recent reserved matter application.

On the top of this crib wall will be a wooden knee high rail. Above both the store and crib wall the land rises and will have landscaping, some existing and some proposed. On the boundary of this landscaping and the gardens of the residential properties will be a 3 metre high weld mesh fence.

- 2.6 The southern boundary which is on the boundary with the open land allocated as Local Nature Area LNA38 in the Unitary Development Plan will also have the crib wall for part of its elevation then an open mesh fence with a hedge on the LNA side. The western boundary is along Wortley Beck. There will be a flood wall on the car park boundary and proposed access road on the Wortley Beck side. This is to protect the car park and store from flooding from the Beck. This wall will extend the entire length down to the roundabout. This will be faced on both sides in stone to match the stone on the proposed store. Between the flood wall and the beck will be an extensive area of landscaping which ranges between 20 to 50 metres in width. Some of this will be existing vegetation with supplementary planting. The northern boundary forms the boundary with the listed building complex known as Stonebridge Mills which houses a range of listed buildings, and ancillary buildings within the grounds of a listed building. This boundary will be a stone faced wall on both sides with railings above.
- 2.7 In relation to landscaping there will be a significant loss of trees, bushes and shrubs from the site. This removal has already been approved for the smaller scheme. The amount of landscaping proposed is more than the previous scheme as the border separating the development from the boundaries is wider and allows for more planting.
- 2.8 A Section 106 agreement formed part of the previous approval for the development. The agreement included:-
- £500,000 to carry out improvements within the Armley, Farnley and Wortley and Bramley community areas with first consideration to be given to the improvement of Armley Town Centre; localised highway improvements in Wortley including a footpath between the Bawn Estate and the Ring Road and a pedestrian crossing to the north west of the Ring Road roundabout should such a crossing be considered necessary
 - £20,000 for improvements to the two adjacent bus stops on the Ring Road Consultation with Metro and Bus Operators to require that a bus service is provided to the site or an existing bus route is diverted to the site to coincide with the opening of the supermarket.
- 2.8 An additional requirement for bus stops on Stonebridge Lane and real time passenger information as part of this application was considered a reasonable request and should be included as part of the scheme.

Application number 11/03826/FU – Change of Use of Listed Buildings to 17 flats

Application number 11/03828/LI – Listed Building application to facilitate development for flats.

- 2.9 These applications are for conversion of some of the listed buildings for residential development. A previous application gave consent for demolition of some of the buildings within the grounds of these listed buildings with none of them listed in their own right. This consent includes an additional 5 buildings to be demolished and a further two which are listed (7 in total)

- 2.10 Two of the listed buildings are proposed to be converted into residential properties. The other 11 buildings will be refurbished and made weatherproof with 5 of the smaller buildings being suggested they be used for bin and cycle stores. The rest will remain vacant for the current time.
- 2.11 The two buildings to be converted will have 9 units which are two bed flats 3 units which are two floor 3 bed flats and a further 3 bedroomed single floor 3 bed flats (15 units in total). The conversion involves no demolition of internal walls but insertion of a variety of additional walls. The elevations involve mainly refurbishment of the existing window and door openings. The windows will be timber double glazed units and all the existing sills, heads and reveals will be repaired. Some of existing boarded or brick openings will be reopened using materials and windows to match the existing. A few windows on the ground floors will be increased in size to form door openings again using materials and designs to match the existing. On one of the buildings the existing skylights will be removed and the roof will be tiled to match the existing. All the units will be provided as affordable housing.

3.0 SITE AND SURROUNDINGS:

- 3.1 The site consists of an area of green land beyond a complex of traditional industrial buildings located on the south east side of Stonebridge Lane/Silver Royd Hill known as Stonebridge Mills. Some of these existing buildings are listed. The Farnley/Wortley Beck runs along the south eastern boundary of the site with the Leeds Ring Road beyond. The existing access into the site is off the bend on Stonebridge Lane/Silver Royd Hill through the area of buildings and suffers from limited visibility.
- 3.2 The majority of buildings on the adjacent site are of stone construction but there are some brick and cladding buildings. Within this area are a mill chimney, a water tank tower, a reservoir and adjoining the site entrance a row of three cottages.
- 3.3 There are a number of Listed Buildings within the adjacent complex. These are located mainly in the northern part of the site and consist of:-
- The Old Mill, Engine House and Boiler House (10095)
Row of workshops to the north fronting Stonebridge Lane (10097)
The Mitre House and 2 cottages to the south west fronting Stonebridge Lane(10098)
Row of 3 cottages to the north west fronting Silver Royd Hill (10099)
- 3.4 The buildings are now run down with all of the units vacant and in need of investment and regeneration.
- 3.5 The adopted UDP context identifies under Policy S6 that potential exists for retail development of a form which would remedy the known deficiency of convenience goods retailing facilities in Farnley/New Farnley/Lower Wortley in the vicinity of Stonebridge Mills. In the adopted UDP a maximum acceptable floorspace of 24,990 sqm was specified. The explanation to the policy states that a retail impact study will normally be required to assess an appropriate scale of development when specific development proposals are advanced under this policy. This retail impact study has been submitted.

- 3.6 There are no other site specific policies relating to the site but the Ring Road frontage is designated as greenspace and Urban Green Corridor and a Leeds

Nature Area. LNA 38 (Silver Royd Hill) includes the beck to the south of the site and adjoining land to the east and higher ground to the north east above the proposed car parking area. There is a Tree Preservation Order in place on the site and the site adjoins Wortley Beck to the south west.

- 3.7 To the rear of the site the land increases in height significantly and the boundary is formed by the rear gardens of residential properties on Silver Royd Drive. The site has a range of vegetation and trees on the site, some having to be removed for the development.

4.0 RELEVANT PLANNING HISTORY:

11/02394/LI – renewal of listed building application to demolish some buildings within the grounds of the listed buildings approved 14/9/11

11/00897/RM – reserve matters application for a supermarket approved 25/8/11

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 There were a couple of pre application meetings held with the developer and developers agents earlier on this year. Officer raised a number of concerns regarding the proposal at this meetings. The application was then submitted.

6.0 PUBLIC/LOCAL RESPONSE:

Supermarket

- 6.1 Leeds Civic Trust have commented on the application stating in summary;

Proposed store is large and involves widening of the Ring Road to three lanes encroaching on present 'grazing' land (involving removal of trees and bushes). Is an out of town store and inappropriate development in this area.

- 6.2 So far there have been 12 objections from the public details of which will be detailed in a subsequent Panel report when a recommendation is to be considered. There have also been 261 standard objection letters and a petition with 140 signitures.

- 6.3 There have been 84 standard letters of support submitted via the applicant agents , details of which will be detailed in a subsequent Panel report when a recommendation is to be considered.

6.4 Conversion to residential applications

- 6.5 Leeds Civic Trust have commented stating recognise that with one exception that the building earmarked for demolition have less of an architectural and historical interest and are in a very poor state of repair. However the proposed landscaping fails to re-create the 'sense of enclosure' that is characteristic of the site. Considers that the application should be amended and give ideas regarding the redesign of the application.

7.0 CONSULTATIONS RESPONSES:

Supermarket application

Highways – A number of issues need to be addressed as follows:

- Calculations of traffic generation and car park accumulation are based on a gross floor area which has not been agreed. This gross floor area has now been clarified and a revised TA taking this on board needs to be submitted.
- Further information is required regarding morning peak on a Saturday
- Further information is required into the justification by pass traffic used in the TRICS survey
- Number of car parking spaces is inadequate for the amount of floor space proposed and some spaces considered unsafe.
- The site is not well served by public transport and discussions required with Metro and the bus companies as to improvements that can be made
- The Ring Road and Stonebridge Lane form part of the City Centre Leeds Core Cycle Network Route. This needs to be taken into account as well as a safe access in and out of the car park for cyclists
- Proposed signalization of the site access and Stonebridge Lane/Ring Road junction plus new crossing on Stonebridge Lane will assist pedestrians accessing the store. To improve accessibility from the residential area to the southwest a footpath link from the site access crossing point to Bawn Ave needs to be considered.
- The TA needs amending to consider the operation of the service yard and confirm the level of provision of unloading bays is sufficient in terms of number and size of vehicles expected.
- The TA needs to consider the construction access arrangements, existing access arrangements for the site are substandard therefore construction site access arrangements needs to be considered.
- Access road requires amendments to be acceptable.
- Location of cycle parking is acceptable but more are required.
- Proposal involves removal of ghost island right turn into the bingo site and consideration should be given to acceptability of this in terms of peak operation of the bingo site that may coincide with busy periods of the supermarket.
- Bus stop on the westbound side of Stonebridge lane is close to the signalized junction with the Ring Road and in order to ensure a bus stopping here does not block traffic it will be necessary to extend the current proposed widening.
-

Transport Policy – Travel plan should be included in a section 106 agreement along with a Travel Plan review fee of £4000. Travel plan based on Tesco corporate travel plan framework but also needs to reflect the travel plan SPD for Leeds. Requires additional information within the travel plan to be submitted

Metro – No objections subject to amendments to some elements of existing infrastructure:

Public Transport Improvements and Developer Contributions – a contribution of £576,976 is required and this is on top of any bus stop infrastructure required on Stonebridge Lane and Ring Road.

Air Quality Team – No objections on submitted information however suggest that there are a number of Electric Vehicle recharging bays within the development or 'cable and enable' an area of the car park

Environment Agency – Conditional approval

Main drainage – Conditional approval

Contamination Team – No objections in principle but more information required before determination.

Yorkshire Water – No objection subject to conditions

Ecology officer – removal of trees and vegetation with a corridor of trees along the boundary to the rear of the site is not sufficient to enable creation of nothing more than a line of trees and shrubs with no ecological provision.

-
- Pond further reduced in size and no space on the development for a replacement pond
- Common toads are present in pond so works need to ensure that the toad breeding habitat remains and that toads are able to migrate in and from the pond.
- Further details of the bridge over the beck is required.

Conversion to residential applications

Highways – amendments required which should include

- The loop road around the development needs additional width and designated pedestrian routes need to be provided
- Accepted that section of road between the development and building 1, 2 and 3 is narrow and needs to be one way
- Vehicle tracking of a refuse vehicle needs to be provided
- Pedestrian link required from the supermarket through the residential development to Stonebridge Lane.
- Road should be extended to serve the future development of buildings 12, 13 and 14 as residential.
- Level of car parking acceptable for the proposed level of use.
- Internal roads will need to be adopted.

West Yorkshire Archaeology Advisory Service recommend the following:

1. A redesign to retain the listed Meter House and 2 cottages which are listed and due for demolition.
2. An appraisal should be made of the areas not accessed during the current works as soon as practicable in order to establish if significant remains of plant or industrial features survive and what is their present condition.
3. Remainder of the site should be subject to an appropriate level of archaeological and architectural recording prior to and during demolition and refurbishment. This can be achieved through a condition.

Environment Agency – Conditional approval.

Access – Amendments in relation to surfacing and disabled parking required.

Policy - £8,721.88 contribution required for greenspace.

8.0 PLANNING POLICIES:

- Principle of retail development in this location is considered acceptable up to a specified **floorspace of 24,990 square feet**

- Presumption in favour of preservation of Listed Buildings.

9.0 MAIN ISSUES FOR CONSIDERATION

Supermarket application

1. Principle of development
2. Highway and Transport matters
3. Design
4. Boundary Treatments
5. Landscape and Ecology
6. Residential amenity

Residential conversion applications

1. Principle of development
2. Highways
3. Design
4. Impact on Listed Buildings
5. Affordable housing and greenspace

Supermarket application

1. Principle of development

- 9.1 Outline and reserved matters permission has already been granted on the site for a supermarket which is still valid. The adopted UDP has a blue star on the Proposals Map on this site indicating under Policy S6;

POTENTIAL EXISTS FOR RETAIL DEVELOPMENT OF A FORM WHICH WOULD REMEDY THE KNOWN DEFICIENCY OF CONVENIENCE GOODS RETAILING FACILITIES IN THE FOLLOWING LOCATIONS:

- a. FARNLEY/NEW FARNLEY/LOWER WORTLEY – IN THE VICINITY OF STONEBRIDGE MILLS, RING ROAD, FARNLEY

Following the review of the UDP in 2006, this policy and site allocation remains unchanged. This policy states that the maximum size of a supermarket on the site should not exceed 24,990 square feet which was the proposed floor space for the reserve matters application that was approved early on this year.

This application is for a larger supermarket totalling 4,907 square metres of net retail floorspace. The approved scheme was for 2,321 square metres so the proposed scheme is double the size. The supermarket covers a larger area of land than the approved scheme and is two storey. The impact of the scale and the impact on other centres located nearby needs to be assessed. A retail impact assessment has been submitted with the application and a retail specialist has been employed to assess this. Meetings with officers are ongoing and officer opinion on this matter will be provided at a later date.

Members may wish to comment on the principle of development for a supermarket of this scale on the site especially in terms of scale and impact on other local centres.

2. Highway and Transport Matters

- 9.2 A 5-arm roundabout, replacing the 4-arm roundabout at the Outer Ring Road (A6120) and Stonebridge Lane was approved for the reserved matters scheme. This application involves signalisation of this roundabout but not an access directly off this roundabout. The access will be directly off the Ring Road rather than another leg off the roundabout. This will also involve signalisation of the access and egress. The highway will be increased from 2 lane both ways to 3 ways both ways. Amendments regarding the access and alterations to the highway network have been requested.
- 9.3 A transport assessment has been submitted for the development. There was an issue regarding the floor space figures that should form the basis of the transport assessment which have now been agreed. An updated TA taking this on board needs to be submitted for officers to assess the development on the local highway network.
- 9.4 Other highway improvements involve a new pedestrian crossing on Stonebridge Lane and improved footway. There will also be two new bus stops on Stonebridge Lane. At the current time there is not a footpath from the store through the residential proposal which would link the store to these two new bus stops on Stonebridge Lane. This would involve pedestrians having to exist the site onto the Ring Road and walk round the outside of the site to the new bus stops which is considered unacceptable. Officers are negotiating revised plans to cover this matter.
- 9.5 A Green Travel Plan has been submitted which is a Tesco standard travel plan. The plan needs to incorporate Leeds design aid and this has been requested. A green travel plan monitoring fee will be required for the supermarket.
- 9.6 The parking proposed for the supermarket is below the standards required for the amount of floor space proposed. There is also a requirement for more cycling parking and motor cycle parking. Further information is also required into the level of provision of unloading bays as to whether they are sufficient in terms of number and size of vehicles expected.
- 9.7 A contribution towards public transport improvements will be required and this will be £576,976 and this will be on top of any bus stop infrastructure required on Stonebridge Lane and the Ring Road. Metro have also requested that the scheme should provide for the two new bus stops on Stonebridge Mills, pedestrian access through the residential site to the store, relocation of a bus stop on the Ring Road and improvements to the frequency of the number 80 with diversions for the supermarket and extension into New Farnley.
- 9.8 **Members may wish to comment on the proposal in terms of highway alterations, access, car parking, public transport contributions and metro requirements.**

3. Design

- 9.9 The design of the supermarket takes on board the materials and design of the adjacent listed building and the consent for a smaller store. The store will be glazing and stone to the front with stone, glazing and larch panels to the side elevations. The rear elevation will be larch panels. The store is much higher than the previous approval being up to 16 metres in height in some places. The current approval is for 6 metres in height. The main store is on a flat site and there is existing landscaping and additional planting proposed which will help to soften the appearance of the building in its setting. The use of glazing will also ensure that the building will not

appear as a prominent feature in the street scene. Both the properties to the rear and the properties on the other side of the Ring Road going into Farnley are at a higher level than the proposed store so will look down onto the roof scape. The buildings roof is shallow and is broken up by features such as **roof ventilators** which along with the planting should ensure that the visual amenity from this properties is not impacted to a detrimental extent.

- 9.10 There are some changes required to the design in particular related to the vista to the building as you enter the site. There is a concern that the first part of the building that is visible on entering the development will be the service yard at an elevated height. There is also concern that the building is double in height and located closer to the listed buildings impacting on their setting. The changes are being discussed between officers and the applicants at the current time.

The proposed car park is mainly under the store with a small element of surface car parking to the side of the proposed store. This reduces the impact of the development in terms that there are no large areas devoted solely to car parking and the impact on visual amenity that this can create.

- 9.11 Overall the design of the store is modern and its impact on the local area and on the listed buildings needs to be carefully considered and assessed.

9.12 Members may wish to comment on the design of the proposal

4. Boundary treatments

- 9.13 The eastern elevation to the rear of the site will require significant retaining walls due to the significant change in levels in this location. To the rear of the store the retaining wall will be the building itself. The rest of the eastern elevation along side the car park will have a retaining wall which will be covered with a timber crib lock wall and planted with landscaping. This crib wall was approved for the whole length of the eastern boundary in the approval for the smaller store. Above both the building and the crib wall will be a landscaped area which will have existing and proposed landscaping. Further information is required as to how the construction works will be carried out for the store and its impact on current and proposed landscaping. This will allow officers the opportunity to assess whether the store as a retaining wall will have a greater or lesser impact than the crib wall previously approved. Beyond this landscaping will be a weld mesh fence which will form the boundary treatment between the development and the rear gardens of the properties along this boundary. The weld mesh fence was approved as part of the smaller scheme. A weld mesh fence was considered visually more acceptable than a palisade fence but still gave residents the security they required.

- 9.14 The southern boundary with the adjacent LNA will have the crib wall for the first part of the boundary as there is a change in levels. The rest of this boundary will be a weld mesh fence on the store side of this boundary and a hedge on the LNA side. This is acceptable in this location as the weld mesh fence will provide security but will allow views through of the hedge that will be planted behind. The hedge is also an acceptable boundary treatment on the LNA boundary.

- 9.15 There will be a flood wall erected to the western side of the proposed car park and the beck side of the access road all the way down to the existing roundabout. This is required to prevent the existing Beck flooding the car park and store. The flood wall will be 1.2 metres in height and will be stone faced on both sides. There will be coping above this wall which needs to be stone and not concrete and a condition

can be attached to ensure that this is the case. This wall was approved as part of the smaller supermarket scheme.

9.16 Members may wish to comment on boundary treatments

5.Landscape and Ecology

- 9.17 The site is the subject of a Tree Preservation Order made in 2000 and consists of groups of trees along the beck, adjoining the pond, 10 hawthorn trees along a field boundary within the site and an area of woodland to the north and east to the rear of existing housing. The development involves the loss of some trees but does involve improvements and tree planting as part of the proposal. The tree consultant at the outline stage for the smaller scheme made the point that with such a major scheme including replanting and landscaping it is inevitable that the character and nature of the area will change. This change is considered to be from a relatively even age tree structure with limited species diversity to a more varied age and species structure of more significant ecological value.
- 9.18 As stated the proposal does involve significant removal of vegetation and trees from the site. There will be some tree retention along the eastern boundary with the residential properties and some along the existing beck area. Objections have been received regarding the loss of trees, vegetation and the impact on the existing flora and fauna on the site. However, the level of tree and vegetation loss is not as significant as the loss that was approved for the smaller store.
- 9.19 The access road being moved allows for more land on the junction of Stonebridge lane and the Ring Road to be planted than the previous access which will help to soften the development from views off the Ring Road. There is a bridge proposed over the Wortley Beck for the proposed access. A bridge has previously been approved for the access for the smaller supermarket so the principle of a bridge over Wortley Beck has already been agreed. Further information into the precise details of this bridge and its impact on the Beck and ecology in this area will be required and this could form a condition attached to an approved scheme.
- 9.20 A full ecological survey and bat survey have been submitted as part of the application. This showed that there are no bat roosts present on the site but the land is used to supply food for the bats. The report states that there will be two habitats created as part of the development. The first habitat is the landscaping to the rear of the store and the boundary with the existing houses. This remaining corridor is not of sufficient width to enable the creation of habitat and will be just a line of trees and shrubs. As the plant equipment and the service yard is located on this side there will be noise and disturbance which will hinder the wildlife using this corridor. The second habitat is within the new hedgerows that will be along the access road and a swale corridor to the south of the beck, this will provide limited compensation for the habitats that will be lost.
- 9.21 The application also involves a further reduction in the size of the existing mill pond on the site. The principle of reduction in the length of this mill pond was approved under the outline permission for the smaller scheme but this application reduces the mill pond down by another third. The pond itself has some limited wildlife and ecological interest but has been polluted in the past. The pond is a breeding environment of the common toad and compensation for the loss of some of the pond should have been replaced in another part of the site but there is no space to house another pond. The works to reduce it in size should ensure that the toad

breeding habitat is maintained and there should be provision in the layout for the migration of toads to and from the pond.

9.22 **Members may wish to comment on impact of the store on existing landscape and ecology**

6.Residential amenity

9.23 There are residential properties across the Ring Road separated from the development by the beck, areas of landscaping and the Ring Road itself. The Ring Road is a busy road during daytime hours so any noise and disturbance from the operation of the supermarket and the comings and goings of traffic should not produce any additional impact on residential amenity in terms of noise and disturbance to those residents. However, the proposal involves both 24 hour opening and 24 hours delivery which will produce traffic at times when the Ring Road is quieter and could have a detrimental impact on residential amenity.

9.24 There are residential properties on the eastern boundary of the site which are closer to the supermarket. These properties are at a higher level and are separated from the development by their own gardens. The service yard is also located on their boundary and this along with the comings and goings of customers, cars and lorries all have the potential to impact on the residential amenity of the residents. The operation of the supermarket and the service yard during the day is unlikely to cause any detrimental impact in terms of noise and disturbance due to the noise already created from the Ring Road. When the Ring Road is quieter during evenings, overnight and weekends then there is potential for noise disturbance from the supermarket. The application is for 24 hours opening and deliveries and this could have a severe impact on the residential amenity of the occupiers of these properties. Members may recall when the smaller scheme was submitted that there was concern regarding opening hours and members restricted opening to 8am to 8pm only. Noise reports have been submitted and are being assessed by officers. Further noise information may also be required as the noise survey is limited in terms of the number and location of residential properties where the noise levels were assessed. Further comments on this can be provided at a later date.

9.25 **Members may wish to comment on the impact of the development on residential amenity.**

Job creation

9.26 Tesco have stated that there will be approximately 400 jobs created for the local area, not including the number of jobs that there will be for the construction of the supermarket. Tesco will use local labour and are happy for a section 106 agreement ensuring that the jobs will be provided for local people.

9.27 **Members may wish to comment on the use of local people for the jobs**

Conversion to residential applications

1. Principle of development

9.28 The buildings to be converted to residential are allocated for a particular use in the Unitary Development Plan. The buildings have been previously use for industrial but at the current time they are empty and in great need of repair. There are residential

properties close to the site with the proposed supermarket on one side and the bingo hall on the other. The conversion will allow for some important listed buildings to be retained.

Members may wish to comment on the principle of residential development

2. Highways

- 9.29 The access to the residential scheme will be the same as the supermarket. There is a concern regarding the loop road around the residential that is narrow. This is due to the closeness of two of the listed building and cannot be increased in width. A condition can be attached which allows for this section to be one way. There also needs to be a pedestrian link from the bus stops on Stonebridge lane, through the residential site to the supermarket. The level of car parking for the residential scheme is considered acceptable. The plans do show that some of the buildings that front Stonebridge lane could be used for bin and cycle storage. These need to be provided and can be conditioned to ensure that they will be available for residents to use.

Members may wish to comment on highway matters related to the residential development

3. Design

- 9.30 There are two buildings that will be converted to residential properties. These buildings will use existing openings to provide the windows and doors for the development. There are a few bricked up openings which will be used for windows and doors and their design matches the existing windows/doors on the building. There will also be a few windows on the ground floor which will be changed to door openings again matching the design of existing doors on the building. All the windows will be timber doubled glazed and will match the windows that already exist. There will be repairs to the stonework with materials to match. One of the buildings currently has skylights and these will be removed and the roof tiled to match the other building. Alterations to the exterior will be kept to a minimum and will not have a detrimental impact in terms of design.

Members may wish to comment on design

4. Listed buildings

- 9.31 The application involves the demolition of additional buildings that did not form part of the previous consent. It also involves demolition of two listed buildings on the site that has not previously been granted. WYAS have raised objections to these buildings due to their importance to the industrial period in this area. No justification has been submitted in relation to why these additional buildings need to be demolished and without this justification officers cannot support the additional loss of buildings on the site especially the two that are listed.
- 9.32 The proposals involves conversion of two of the listed buildings with the third listed building which adjoins these two only being made safe. If the conversion of residential is acceptable on the site then the long term prospects for the listed buildings would be greater if this building was also converted. There are some buildings which are listed which are on the boundary with Stonebridge lane. These are also only going to be made safe and watertight. The plans show that these building could be used for bin and cycle storage. Highways have requested that

these buildings are used for bin and cycle storage and if used for this purpose it would secure the long term viability of these listed buildings.

- 9.33 The alterations of the listed building involve minimal external changes and as the changes will be in design terms the same as the existing design then there will be no detrimental impact to the listed buildings in terms of design. There are no existing walls internally that will be removed. There are new internal walls that will be added to facilitate the development. These changes are considered acceptable.

Members may wish to comment on the impact on the listed buildings

5. Affordable housing and greenspace

- 9.34 There is a requirement to provide affordable housing and a contribution to greenspace. All of the flats will be provided as affordable and there is a financial contribution to greenspace. The mechanism for the provision of these affordable units is being discussed along with confirming that there is an affordable housing association that are prepared to take on board these units.

9.35 Members may wish to comment on affordable housing and greenspace

10 CONCLUSION:

- 10.1 This report has detailed the proposal for a supermarket and residential conversion at Stonebridge mills. At this time members are invited to comment on the following:-

Supermarket application

- The principle of development
- Highways in terms of highway alterations, access arrangements, level of car parking, contributions required for public transport infrastructure, Metro contributions and green travel plan.
- Design
- Boundary treatments
- Landscape and ecology
- Residential amenity
- Job creation

Residential conversion applications

- Principle
- Design
- Impact on listed buildings
- Affordable housing and greenspace .

Background Papers:

Application file: 11/03820/FU

11/03826/FU

11/03828/LI

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