
Report of the Chief Planning Officer -

SOUTH AND WEST PLANS PANEL

Date: 22nd October 2015

Subject: Application number 15/01313/FU – Demolition of existing retail unit (use class A1) and construction of foodstore (use class A1) with parking, landscaping and associated works at Unit 4, Westfield Mills, Kirk Lane, Yeadon LS19 7LX

APPLICANT

Aldi Stores Ltd

DATE VALID

13th March 2015

TARGET DATE

5th November 2015
(extended)

Electoral Wards Affected:

Otley and Yeadon

☐ Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity ☐

Community Cohesion ☐

Narrowing the Gap ☐

RECOMMENDATIONS

DEFER AND DELEGATE for approval to the Chief Planning Officer subject to the conditions below and subject to the signing of a S106 agreement within 3 months of the date of resolution unless otherwise agreed in writing by the Chief Planning Officer to include contributions of £25,000 for improvement to the signalised junction at the Kirk Lane/ A65 New Road and Dibb Lane junction and £2,500 for Travel Plan monitoring.

1. Time limit of 3 years on full permission.
2. Development in accordance with the approved plans.
3. The car park shall be available free of charge for use by members of the public other than customers for a period of up to 4 hours.
4. Submission and approval of a sample panel of stonework.
5. Submission and approval of roofing materials.
6. Details of the re-use of the existing stonework within the site.
7. Submission and approval of a Phase 2 Site Investigation.
8. Need for submission and approval of a new Remediation Statement.
9. Submission and approval of Verification Reports.
10. Control of imported soil on site.

11. Submission and approval of a surface water attenuation system.
12. Submission and approval of surface water drainage scheme.
13. Demolition and construction restricted to 0800 to 1800hrs Monday to Friday, 0800 to 1300hrs Saturdays with no demolition or construction on Sundays and bank holidays.
14. Deliveries and collections during construction and demolition restricted to 0800 to 1800hrs Monday to Friday, 0800 to 1300hrs Saturdays with no deliveries or collections on Sundays and bank holidays.
15. Submission and approval of a statement of construction practice.
16. Opening hours restricted to 0800 to 2200hrs Monday to Saturday and 1000 to 1800hrs on Sundays.
17. Submission of a delivery management scheme including delivery hours.
18. Noise levels from fixed plant at the premises shall not exceed 35dB when measured at the nearest noise sensitive premises.
19. Noise from delivery and collections shall be limited to a level no more than 7dB above background levels.
20. Submission and approval of a scheme to control noise from deliveries and collections at the store.
21. Notwithstanding the approved plans, details of cycle/motorcycle storage to be provided.
22. Submission and approval of a scheme for providing showers for staff use within the building.
23. Installation and retention of electric vehicle charging points.
24. Vehicular areas to be laid out, surfaced and drained.
25. Details of handrail to pedestrian access to Kirk Lane to be submitted and approved.
26. Details of the gradient of the ramp from Kirk Lane in to the site to be submitted and approved.
27. No occupation prior to completion of off-site works including a Zebra crossing on Kirk Lane.
28. Notwithstanding the approved plans, details of bin storage to be provided.
29. Landscaping scheme and implementation plan to be submitted and approved.
30. Landscape management plan to be submitted and approved.
31. Requirement to replace any failing trees/ hedges/ shrubs within 5 years of approval.
32. Protection of trees during construction.
33. Restriction on removal of trees during bird nesting season.
34. Bat and bird roosting features to be included.
35. Submission and approval of elevational detail facing Engine Fields.
36. Details of method to restrict access to car park outside of trading hours to be submitted and approved and implemented prior to first use of the store.

1.0 INTRODUCTION:

- 1.1 This application is brought to Plans Panel as a result of a request from Councillor Campbell who has no issue with the principle of a store but continues to have issues about the details namely; the impact on neighbouring residential amenity particularly from the position of the service point, highways issues and tree loss. He also wanted the applicant to contribute towards works on Town Street to help link the store into Yeadon centre.

2.0 PROPOSAL:

- 2.1 The proposal is for the demolition of the existing Homebase store on the site and the construction of a new supermarket along with new parking area and landscaping.

- 2.2 The new building is approximately 5.5m high on the front elevation which is predominantly glazed. To the sides and rear the building is stone. Levels on the site will be changed to provide a more usable car park and will result in a reduction in levels of approximately 1.5m around the front of the store. A retaining wall of between 0.9m and 1.2m in height will be constructed on the eastern boundary of the site using reclaimed stone from the existing buildings.

3.0 SITE AND SURROUNDINGS:

- 3.1 The application site currently contains a Homebase store and is approximately 0.7Ha in size. The site is also within the Yeadon Conservation Area and the building is identified as a positive building within the Conservation Area Appraisal. The site is also within Yeadon Town Centre as designated within the current Development Plan and the emerging Site Allocations Plan.
- 3.2 The site is a wedge shape which narrows to the rear. The frontage on to Kirk Lane is marked by a stone wall and a band of mature medium sized trees which screen much of the store from view. The parking area is set to the front of the store and slopes down from east to west. The store itself has an unattractive corrugated iron frontage on to a plain stone built industrial building dating back to the early 20th century. There is an enclosed garden centre area to the front and a brick extension to the rear. This stone element of the building has a north light roof in keeping with the industrial heritage of this part of Yeadon.
- 3.3 Whilst in the designated town centre, the area is mixed in character with housing to the west and north. To the east of the site is a nature reserve, Engine Fields where the mill ponds which were associated with the neighbouring Old Mill are situated. To the south is Westfield Industrial Estate with a mixture of old stone mill buildings and more contemporary structures. This area is accessed by a private road which passes to the west of the site.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 PREAPP/14/00894 – Demolition of existing storey, construct new foodstore, car park, landscaping and associated infrastructure.
- 4.2 15/04080/TR – Tree works application to top small trees on Miry Lane just outside site – approved.

5.0 PUBLIC/LOCAL RESPONSE:

- 5.1 **Ward Councillors** were consulted and notified by officers during the pre-application process and on 13th March 2015 following receipt of this application.
- 5.2 13 letters of objection have been received from local residents including one from Aireborough Civic Society, 5 letters making general comments have also been received and 33 letters plus 84 standard letters in support.
- 5.3 Issues raised by the objectors are:
- Impact on the viability of the town centre
 - Impact on small traders
 - Impact on nature/ environment
 - Additional impact on highway network

- Insufficient parking provision for store
- Noise impact on neighbouring properties
- Highway congestion
- Overlooking in to neighbouring properties
- Use of local residential streets for Aldi lorries to turn
- Intrusive new signage
- There are alternative supermarkets to Morrisons in the locality
- Removal of trees on frontage impacts detrimentally on outlook from neighbouring properties
- The site should be returned to a green field and used as community asset
- Already difficult to exit side streets
- Will be much busier than existing Homebase store
- Sited in a predominantly residential area
- Impact of large lorries
- Potential for anti-social behaviour related to alcohol sales
- Should take opportunity to convert existing attractive stone mill building
- Stone from existing building should be re-used on site

5.4 Issues raised in the letters of general comments are:

- Concern about congestion
- Loss of historic building
- Impact on neighbouring nature reserve
- Rubbish from the store should be securely contained
- Light pollution and impact on nature reserve
- Needs to make more effort to encourage sustainable transport methods
- Concern about highway safety on local residential streets
- Concern about exit from site
- Should provide recycling facilities within car park
- Need parking restrictions on Kirk Lane
- Road to industrial estate needs repairing

5.5 Issues raised in the letters of support are:

- Increases consumer choice in area
- Site already in retail use
- Existing store needs replacing
- New jobs
- Pedestrian crossing on Kirk Lane would be a benefit
- Close to residents at bottom end of Yeadon and more accessible
- Will reduce traffic as can walk to this store and currently drive to other Aldis in locality
- Employees from Homebase should get employment in Aldi
- Aldi is good value
- Good reuse of brown field site
- Improve house prices

5.6 Aireborough Civic Society supports the change of use to a supermarket – it will give competition in the area. However they are very disappointed that this application proposes to demolish Westfield Mill and build something completely new. The existing former mill was built in 1888 by Edward Denison and is noted as a positive building in the Yeadon Conservation Area. In permission is granted that the stone

should be re used. They also have concerns about traffic at the A65 junction with Kirk Lane.

6.0 CONSULTATION RESPONSES:

6.1 Statutory Consultees:

None

6.2 Non Statutory Consultees:

HIGHWAYS: No objections subject to conditions

TRAVELWISE: Conditions recommended

CONTAMINATED LAND: Conditions recommended

DRAINAGE: Conditions recommended

ENVIRONMENTAL HEALTH: Conditions recommended for during construction and during operation of the proposed store

LEEDS CIVIC TRUST: Buildings should be retained and converted and not demolished. The stone elevation facing Engine Fields adds character to the area and the south facing elevation is particularly attractive.

RETAIL POLICY: Scheme has passed Sequential and Impact Assessments therefore no objections.

7.0 PLANNING POLICIES:

7.1 Government Policies

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system.

It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

7.2 Development Plan

As required by Section 38(6) of the Planning and Compulsory Purchase Act 2004 this application has to be determined in accordance with the Development Plan

unless material considerations indicate otherwise. The development plan currently comprises the adopted Local Development Framework Core Strategy (2014), those policies saved from the Leeds Unitary Development Plan (Review 2006) (UDP) and the Natural Resources and Waste Local Plan.

The Local Development Framework **Core Strategy** was adopted by the Council on 12th November 2014. The following policies contained within the Core Strategy are considered to be of relevance to this development proposal:

The following policies are relevant:

Policy P2 – Town centre uses

Policy P5 – Approach to accommodating new food stores across Leeds

Policy P8 – Sequential and Impact Assessments for town centre uses

Policy P10 – Design

Policy P11 – Conservation

Policy P12 - Landscape

Policy T2 – Accessibility requirements and new development

The following policies have been saved from the UDPR:

Policy GP5 – General planning considerations

Policy N19 – Conservation Areas and development

7.3 Supplementary Planning Guidance/ Documents

Street Design Guide

Yeadon Conservation Area Appraisal

8.0 MAIN ISSUES

- 1 Principal of development**
- 2 Design and character**
- 3 Impact on trees/ landscaping issues**
- 4 Highways considerations**
- 5 Amenity issues**
- 6 S106/ CIL contributions**
- 7 Other issues/ neighbour concerns**

9.0 APPRAISAL

Principle of development

- 9.1 The site is within the Town Centre boundary of Yeadon Town Centre as defined within the Unitary Development Plan (Revised 2006) and designated within Policy P1 of the Core Strategy. This site is also within the proposed Town Centre Boundary of Yeadon Town Centre within the draft Site Allocations Plan. However this document is at a relatively early stage of preparation and only limited weight can be given to this.
- 9.2 It is important to note that the definition of 'in-centre' for A1 retail applications is defined by the National Planning Policy Framework and the Core Strategy as being within the Primary Shopping Area of a centre, not just the centre boundary. The boundary designations within the UDP predated the need for Primary Shopping Areas(PSAs), and as such, the PSAs as proposed within the Site Allocations Plan

Issues and Options version have been used in cases such as these to define whether a proposal should be considered as in-centre or not. The Primary Shopping Areas as proposed are based upon detailed survey data and seek to express the factual realities on the ground.

- 9.3 In this case the proposal falls outside the proposed PSA for Yeadon and a Sequential Test and Impact Assessment has been required. Policy P8 requires the applicant to undertake an assessment of all centres that fall within a 10 minute drive-time. On considering the information presented by the applicant, it is noted that the applicant has a valid permission in Guiseley and a further application on the same site, which renders the requirement to consider sites within Guiseley unsuitable as this is more appropriately dealt with as part of the Guiseley application. The applicant is clearly serious in their intention to have a store in both Yeadon and in Guiseley, so therefore it is accepted that asking the applicant to consider sites in Guiseley for their proposed Yeadon store would arguably be unreasonable. However, the applicant has no such commitment in Horsforth. Whilst the applicant is keen to locate a store in Horsforth, we are not aware of an application ever having been submitted for an Aldi store in Horsforth. Therefore the Guiseley and Horsforth cases should be treated differently, and Horsforth sites should be assessed.
- 9.4 Therefore in principle we have an incomplete Sequential Test and the NPPF states that a lack of a Sequential Test could be considered grounds for refusal on its own. However whilst the NPPF and NPPG state it is clearly the responsibility of the applicant to complete the Sequential Test the documents also stress that Local Planning Authorities should work with applicants to undertake it. In this case we are aware of no in-centre sites within Horsforth Town Street or New Road Side that would be considered suitable for the development proposed. The two centres are already heavily built-up and sites of the size required are presently unavailable. Therefore whilst we do not believe the applicant has considered the Sequential Test in full, it is considered that the Sequential Test has been passed as there are no sites within the catchment area that would be suitable for the development proposed.
- 9.5 With regards to the Impact Assessment it is disappointing that the assessment does not show the level of impact projected on each individual centre or store. This makes arriving at a view on the impact of the proposal, as required by the NPPF somewhat challenging. However, the applicant is right to point out that the Retail Study does show convenience capacity in this area, and it is accepted that the store the proposal is most likely to impact upon is Yeadon Morrison's which is considered likely to be overtrading. Given the principle of 'like affects like' enshrined within the NPPF, it is likely that the most impact will be felt on the Morrison's store, and given that the Retail Study suggests the store is overtrading by circa £30 million, it is highly unlikely that the proposal will have a significant adverse impact upon either Morrison's or Yeadon centre as a whole. Given this, it is highly unlikely that the proposed store will have an adverse impact on adjoining centres such as Guiseley and Horsforth as these are also anchored by Morrison's stores exhibiting signs of overtrading. It is also important to note that the Homebase store has an open A1 consent that could be used for the sale of food in a unit larger than that proposed, without the need for planning permission. As a fallback position this should be given material weight.
- 9.6 On balance, it is considered that the application passes the Sequential Test and Impact Assessment and complies with policy P8, the site is well located relative to

the town centre and has been used for retailing and the scheme is acceptable in principle subject to other material planning considerations.

Design and character

- 9.7 The proposal is to demolish a building within the Conservation Area and replace it with a modern single storey flat roofed supermarket. The palette of materials in the locality is predominantly stone and this will be the main material for the building. The front elevation will have a prominent glazed element highlighting the customer access to the building.
- 9.8 It is acknowledged that the proposal results in the loss of a building indicated as a positive building within the Conservation Area. This part of the Conservation Area is of particular importance as it reflects the industrial heritage of Yeadon and the mill building which is to be demolished is part of that. The Conservation Area Appraisal notes that the large footprints of the mill buildings give this area a distinctive urban form that contrasts with the fine grain characteristic elsewhere. The proposed supermarket follows this grain of development with a large building situated to the rear of the site following the line of the neighbouring mill goit to the east of the site.
- 9.9 The NPPF requires that Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal. Considerable importance and weight should be given to the conservation of heritage assets. This weight should be proportional to the importance of the asset. While the building on the site is identified as a positive building the designation also recognises the unattractive modern additions to the building which are excluded from the designation.
- 9.10 Para. 133 of the NPPF states that where a proposed development will lead to substantial harm to or total loss of significance to a designated heritage asset, Local Planning Authorities should refuse consent unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss or meet certain criteria. In this instance, the frontage of the building is poor with the appearance from the highway being of an ill-kept and badly designed storage unit. While this does hide attractive stone buildings to the rear, the over-riding impression of the buildings on the site is not a positive one. The Applicant's Heritage Statement has considered the heritage value of the buildings identifying that the building dates from the early 20th century and was part of the Westfield Mills complex. Historic maps date the first buildings on the site to between 1894 and 1906 and later buildings to between 1921 and 1938. The original buildings were probably workshops and a weaving shed but there is little to indicate this internally and much of the building is masked by later additions. As the buildings do not appear to have any particular significance in the development of the site, nor do they have a positive visual impact on the appearance of the Conservation Area in their current state, it is considered acceptable to consider redevelopment of the site subject to a high enough quality scheme.
- 9.11 The proposed scheme improves the frontage of the site which is currently dominated by a large sloping parking area and unattractive extensions to the building. In order to level out the parking area, the store will sit at a lower level (approximately 0.35m) than the current Homebase which will result in the new store being a less prominent feature in the streetscene. It also allows for a 4.0m landscaping buffer behind the front boundary wall to allow for the retention of existing trees and the planting of further trees and soft landscaping.

- 9.12 Officers asked the Applicant to consider constructing the side elevation facing Engine Fields with the reclaimed stone. A building surveyor has assessed the amount of usable stone within the building and confirmed that it will not be sufficient to do this. The stone from the demolished building will instead be re-used to build the retaining wall on the eastern boundary of the site.
- 9.13 It is considered that para. 134 of the NPPF is relevant to the proposal as the scheme will lead to harm to a designated heritage asset. However, that harm is less than substantial and needs to be weighed against the public benefits of the proposal, including securing its optimum viable use. It has been explained above that it is the Local Planning Authority's opinion that the poor public front of the building gives it a less than positive appearance in the streetscene. The existing building appears to have historical rather than architectural value and the removal of the entire building which includes the unsightly 1970s extensions will overall have a positive effect on the appearance of this part of the Conservation Area. Acknowledging that the historic element of the building would be removed as part of the demolition officers consider this will allow for a new building of high quality modern single storey design to be built from natural stone set within a landscape setting which will enhance the Conservation Area and the streetscene within this area. The reuse of the site for a retail store within this town centre setting is also in keeping with the local character and function of the site as a larger unit on the southern edge of the town centre. Therefore the harm to the conservation area is considered to be outweighed by the benefits of the scheme.

Impact on trees/ landscaping issues

- 9.14 The proposal results in a loss of 6 trees with 13 of the trees on site being retained and 25 new trees being planted. This results in 38 trees on site – a net gain of 19 trees. Four of the trees to be removed will be along the western side of the site and the remaining two are at the junction of Miry Lane and Kirk Lane. There will be 4 new trees planted along the frontage on Kirk Lane in order to preserve the current attractive and leafy impression of the site from Kirk Lane. These trees are to be planted within a 4.0m landscaping strip in order to allow them space to grow. A cellular confinement system with permeable paving will also be included to aid root protection within the row of parking spaces parallel to Kirk Lane.
- 9.15 Details of the size and types of new trees will be controlled via condition. A landscape plan also indicates new trees within the car park to be planted within a structural cell system. Ornamental shrub planting will be utilised under the trees in the landscaping strips. This has been included at the request of the landscape officer as it removes the need for grass cutting as lawnmower use can damage tree trunks.
- 9.16 A tree works application has recently been approved to top the small trees just outside the site on the Miry Lane/ Kirk Lane junction. As the trees did not warrant a TPO, the tree officer has indicated that he had no option but to approve the works. Other proposed works to the leylandii hedge adjacent to the Old Mill are exempt from the notification process as works to a hedge do not require consent.

Highways considerations

- 9.17 The scheme sees an improved access to the site off the access road to Westfield Industrial Estate. This also provides delivery access to the service point on the western side of the store. Concern has been raised about the safety implications of a servicing bay adjacent to and accessed from the access to the customer car park.

Aldi have considered other options but have confirmed that the current scheme is the one which best fits the site constraints and their business model. Deliveries to the site will consist of two HGVs and two smaller local vans per day. A condition has been recommended to restrict HGV deliveries to off peak hours to minimise disruption at the car park entry point. While it is noted that any disruption at this point is not ideal, it is considered that out of hours servicing would have a more significant impact on neighbouring residential amenity. The site is within the designated town centre and there is an existing store on site with unrestricted delivery hours, therefore further restrictions on delivery hours would appear unreasonable.

- 9.18 The Applicant has undertaken modelling of both the site access on to Kirk Lane and the junction of Kirk Lane with the A65 and Dibb Lane. This has shown that access on to Kirk lane would operate satisfactorily. The development would add traffic to the junction of Kirk Lane/ A65 which UTC understand to experience problems with queuing traffic. UTC have identified modifications to the signal junction and a design which creates more capacity without significant highways works. The scheme consists of changes to signalling and some white lining and is considered to provide a relatively large improvement for a modest cost. The Applicant has agreed to fund the cost of these works at £25,000 and this will be secured via a S106 legal agreement.
- 9.19 Parking provision is considered acceptable and in line with other comparable Aldi's. The store has been reduced in size since the initial submission and is now 1663m² as compared with 1823m² of the submitted scheme. Initially 103 parking spaces were proposed. This has been reduced to 99 spaces in the current scheme. The Council's parking standards required 1 space per 14m² GFA. This would equate to 118 spaces based on the floor area. Aldi's Kirkstall store is operating at capacity and has a floor area of 1366m² with a car park of 75 spaces. The Yeadon store is approximately 22% bigger which would equate to 91 parking spaces. The 99 spaces provided therefore represent an over-provision compared with similar stores.
- 9.20 A pedestrian link is indicated from the site on to Kirk Lane at the north eastern corner of the site to provide linkages through to Yeadon town centre. A zebra crossing will also be provided between Miry Lane and Haworth Lane to facilitate customers visiting the site and town centre.

Amenity issues

- 9.21 Neighbours have raised concerns about noise and disturbance from the site. Conditions have been recommended to control opening hours, delivery hours and construction hours. Conditions requiring submission of a scheme to control noise emitted during delivery and collection is also recommended as set out at the head of the report in conditions 16, 18 and 19. This would also control waste collections.
- 9.22 Neighbouring properties are a minimum of 50m from the store and the car park is 20m at its closest point from neighbouring residential properties. The use of appropriately worded conditions, as detailed above, to control noise and disturbance from the store, car park and deliveries should be sufficient to protect residential amenity. The site is within the town centre and as such some disturbance from comings and goings to stores is to be anticipated. The distance between dwellings and the site combined with the planning conditions proposed should be sufficient to ensure no significant adverse impacts.

- 9.23 The scale of the site and positioning of the building away from residential dwellings and in a similar position to the existing store is considered to ensure no significant overbearing or overshadowing impact as a result of the proposal.
- 9.24 Overlooking to neighbouring residents as a result of the scheme is not considered to increase significantly. While the parking area is closer to residents on Borrowdale Croft than the existing car park, members of the public on Kirk Lane would be at a closer distance than the store car park. As such it is not considered that overlooking to neighbouring properties will increase as a result of the scheme.

S106 Contributions and Community Infrastructure Levy (CIL)

- 9.25 The development is CIL liable but, in accordance with the CIL Regulations (2010), no CIL amount is due as the proposed gross internal floor area of the store is less than the existing internal floor area of the commercial units.
- 9.26 The following contributions secured through a S106 Legal Agreement are recommended:
- £25,000 towards highways junction improvements at A65/ Kirk Lane/ Dibb Lane junction.
 - £2,500 for travel plan monitoring.

Other issues

- 9.27 A bat survey has undertaken and no bats were identified leaving the building and the building is considered very unlikely to support roosting bats. As a result of the adjoining nature reserve, a condition is suggested for bat roost enhancement features to be incorporated into the elevation facing Engine Fields. A condition requiring that should work to trees or shrubs take place within the bird nesting season then a qualified ecologist checks for active bird nests.
- 9.28 Concerns raised by local residents have been covered in the appraisal above. Signage will be subject to separate advert consent applications. Alcohol sales will be subject to the usual Licensing requirements which seek to control anti-social behaviour.

10 CONCLUSION

- 10.1 In conclusion, the site contains an existing store still in operation and not subject to any specific planning controls relating to its operation. The site is within the designated town centre and the proposed food store is an appropriate town centre use.
- 10.2 The loss of a positive building within the Conservation Area is considered to be outweighed by the visual gain from the removal of the existing unattractive modern extensions within the streetscene and the enhancements to the frontage in terms of tree retention and planting. As such the scheme is considered to comply with the requirements of para.134 of the NPPF.
- 10.3 The potential for harm to local residents through noise and disturbance from deliveries and operation of the site is considered to be mitigated by the use of appropriately worded planning conditions to restrict hours of opening and submission of a delivery management plan. The site is within the town centre and

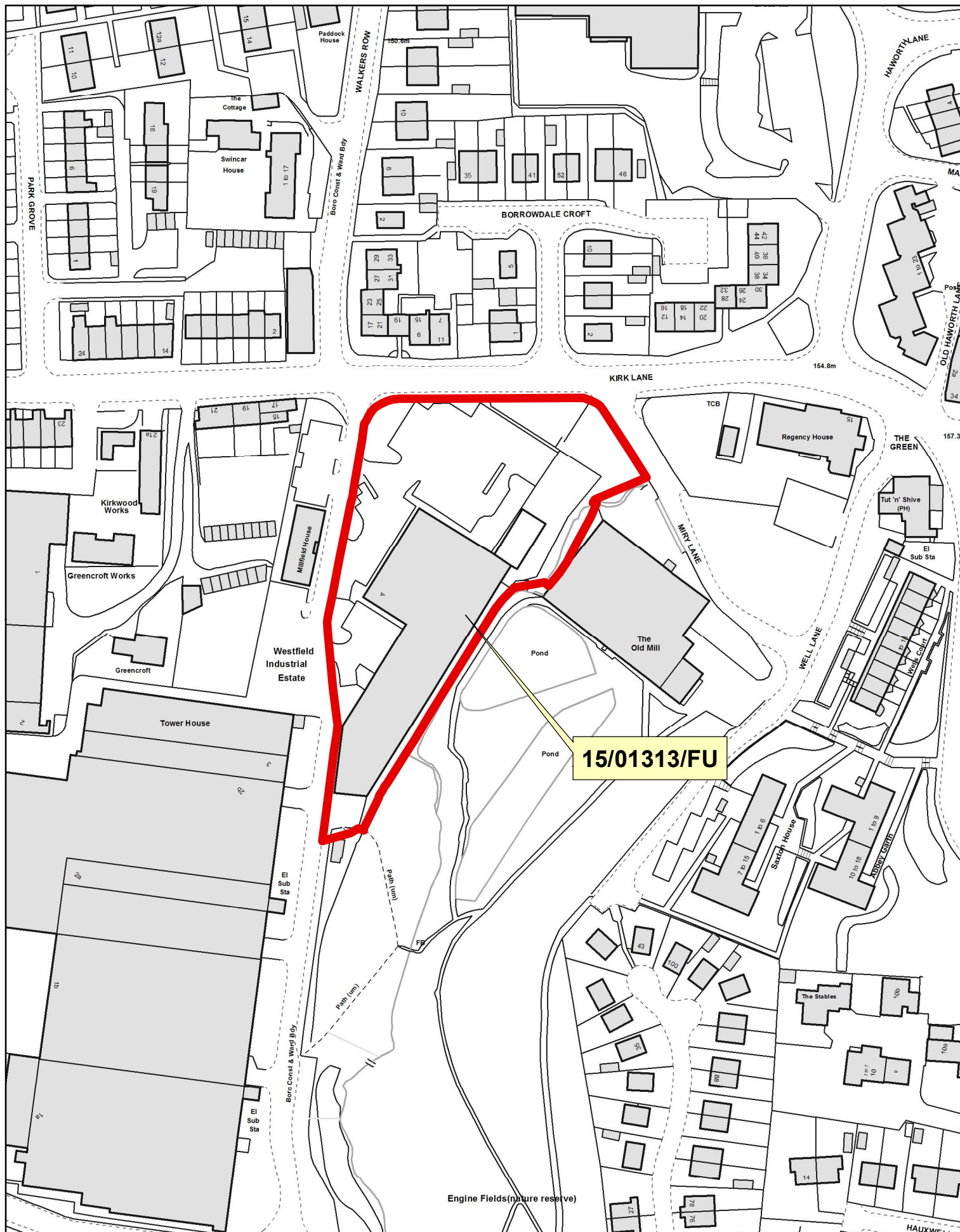
as such the proposed hours of opening and the comings and goings of delivery vehicles are to be expected.

- 10.4 The proposal is considered to comply with relevant Core Strategy policy and the requirements of the NPPF and is therefore recommended for approval subject to conditions.

Background Papers

Application files: 15/01313/FU

Certificate of Ownership – Certificate A signed as applicant



SOUTH AND WEST PLANS PANEL

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

SCALE : 1/1500

