



Report of the Chief Planning Officer

NORTH AND EAST PLANS PANEL

Date: 29th October 2015

Subject: 15/05018/FU Mixed use development of 9,980sqm general industrial (B2 use) unit, a 2,055sqm general industrial (B2 use) and storage and distribution (B8 use), and two drive thru restaurants (A3/A5 use) at land at Coal Road, LS14.

APPLICANT

Commercial Development
Projects Limited (CDP Ltd)

DATE VALID

2nd September 2015

TARGET DATE

2nd December 2015

Electoral Wards Affected:

Cross Gates & Whinmoor

(borders Killingbeck & Seacroft)

Yes

Ward Members consulted

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: DEFER AND DELEGATE approval to the Chief Planning Officer to allow further negotiations with officers to take place on the outstanding matters outlined in the report and to include consultation with Ward Councillors.

1. Time limit for permission
2. Development carried out in accordance to approved plans
3. Restriction on floorspace of buildings
4. Details of storage and disposal of litter to be submitted
5. No external storage of plant, materials or products (Units 1 and 2).
6. Lighting restrictions
7. Opening hours restrictions
8. Details of extract ventilation systems to be submitted
9. Areas used by vehicles to be laid out, surfaced and drained
10. Details of cycle parking facilities to be submitted
11. Submission of Travel Plan with associated monitoring

12. Implementation of site accesses to Coal Road prior to development being brought into use
13. Provision of visibility splays to accesses on Coal Road
14. Submission of employment and training initiatives
15. Submission of arboricultural method statement
16. Pre-start condition to ensure compliance with arboricultural statement
17. Protection of existing trees
18. Preservation of existing trees
19. Submission and implementation of landscape details
20. Landscape management plan
21. Details of bio-diversity enhancement to be submitted
22. No clearance of trees, bushes, shrubs used by nesting birds between 1st Mar 31st Aug
23. Submission of a surface water drainage scheme
24. No building constructed within 4m of sewer
25. Installation of an interceptor to car park/ hardstanding areas
26. Submission of remediation statement
27. Details of amendments to remediation statement
28. Submission of verification report

Full wording of the above conditions to be delegated to the Chief Planning Officer, including any revisions and additional conditions as may be required.

1.0 INTRODUCTION:

- 1.1 This application is presented to North and East Plans Panel at the request of Ward Cllr Peter Gruen and because it is a major development that has wider significance to the locality.
- 1.2 At the time of writing it is recognised the scheme is not finalised and there are a number of matters that are not yet fully resolved but the presentation of the application to this Plans Panel meeting is required as an identified occupier for the larger industrial unit is working to a very tight timetable and requires the certainty of a planning permission in order to progress with the build program. As the potential to generate local employment opportunities is strong and an important material consideration officers are willing to continue negotiating on the elements of the scheme which require further refinement on the basis the scheme as a whole is broadly acceptable.
- 1.3 A 'defer and delegate' recommendation is therefore advanced to accommodate the applicant's requirements for an early 'in principle' decision and includes further consultation with Ward Members about the outstanding matters before any formal approval is issued.
- 1.4 The application site lies within the Cross Gates and Whinmoor ward although it also borders Killingbeck and Seacroft ward. For this reason and noting the main highway infrastructure serving the site also separates these wards both sets of Ward Councillors have been consulted. Cllrs P Grahame & P Gruen (Cross Gates & Whinmoor) and Cllrs C Dobson, G Hyde & B Selby (Killingbeck & Seacroft) have all been briefed on the development proposals and made aware of the pressing timescales the applicant is working to. Ward Councilors were generally supportive of the proposals in principle noting the potential employment generation as a positive factor although they also considered the highway situation needed proper

consideration and that the proposal should not compound the parking problems currently experienced further along Coal Road.

2.0 SITE AND SURROUNDINGS:

- 2.1 This application site lies within a large triangular shaped site (narrowing to the highway junction of Coal Rd and Ring Rd) and occupies the north western corner of the plot. The application site is 1.24ha in area. The land is vacant.
- 2.2 The south western boundary fronts onto the Ring Rd (A6120) and is set behind a wide grass and tree lined verge and pedestrian footpath. To the North West is a pedestrian footpath fringed by trees and a large industrial building beyond. The north-east and south-east boundaries abut the remainder of the vacant land.
- 2.3 The application site consists mainly of scrub grassland with dense tree and shrub planting to the north-western and south-western boundaries. The application site is relatively flat and there are a number of on-site trees to the north-western boundary that are protected by Tree Preservation Order (TPO).
- 2.4 The wider area is characterised by large commercial and industrial premises with the Unilever and Agfa plants standing adjacent to the site.

3.0 PROPOSAL:

- 3.1 This application seeks permission to erect a mixed use development comprising two industrial units and two drive-thru restaurants with new accesses off Coal Road and associated car parking, servicing areas and hard and soft landscaping.
- 3.2 The largest of the industrial units (unit 1) is located at the northern end of the site and will provide some 9980sqm of gross internal floorspace (incl. 1130sqm of ancillary office space) to be contained within a building with dimensions of 85m (width) x 104m (length) x 12.9m (height). Elevations of the building illustrate a broadly square 2½ storey height building with shallow pitched roofs and is to be clad in composite and profiled metal paneling with sections of glazing positioned to the south facing elevation.
- 3.3 The building is positioned side-on to the Ring Rd with its main office areas facing southwards onto the associated car parks. The proposed car park accommodates 156 spaces (incl. spaces for disabled, cycles and motorcycles). To the western side of the building is the associated service yard and this has a segregated vehicular access via Coal Rd.
- 3.4 This unit is identified as being purpose built for an occupier involved in the design, manufacture and distribution for the agricultural/construction and automotive industries. The future on-site staff would include technical product designers, engineers, manufacturing and logistics staff plus a customer service team.
- 3.5 The other proposed industrial unit (Unit 2) is located south of unit 1 and will provide 2,055sqm of gross internal floorspace (incl. ancillary office space) contained within a building measuring 43m (width) x 47m (length) x 10m (height). The unit adopts a similar design, appearance and external materials to unit 1. The building has its main office accommodation facing out towards the Ring Road. Car parking is arranged to the side with the associated service yard to the rear and these are accessed off a spur

from the vehicular access to unit 1. This unit has no identified occupier but is identified to be built out at the same time as unit 1 on a speculative basis.

- 3.6 The 2 drive-thru restaurants (to be occupied by KFC and Starbucks) are located to the southern end of the site where the site narrows and will be served by a new access off Coal Road and will each have dedicated parking. The buildings are single storey in height and have a rectangular footprint. The buildings are constructed of a range of materials comprising brick, artificial stone, render and cladding.
- 3.7 The positions of the proposed buildings and the associated car park and service yards are subject to ongoing discussion to ensure adequate regard is afforded to the retention of important trees within the site and that suitable planting is either retained or proposed to the site boundaries and between buildings.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 The following planning history is considered relevant:
- 11/00318/OT Laying out of access road and erect 3 storey private hospital and B1, B2 and B8 units- Approved (07/10/11).
 - 11/00319/FU Detached DIY store with associated car parking, landscaping and laying out of access road- Approved (07/10/11).
 - PREAPP/10/00720 Mixed use development (including a retail unit (A1), a private hospital (C2), R and D units (B1b), light industrial units (B1c), offices (B1A).
 - 10/01751/EXT Extension of Time Period for planning application for planning application 07/04758/OT- Withdrawn (07/12/12).
 - 07/04758/OT Variation of condition numbers 1, 2, 4, 7, 8, 13, 15, 18, 21, 22, 23, 24, 25, 27, 29, 31, 36, 37 and 38 of permission 07/02204/OT to allow phased development- Approved (23/10/07).
 - 07/02204/FU Removal of condition 8 and variation of conditions 21, 26, 36, 37, 38 of approval 06/05664/OT for business units (B1) and car dealerships, including laying out of access, car parking, landscaping and highway works- Approved (15/06/07).
 - 06/05664/OT Outline application to erect business units (B1) and car dealerships, including laying out of access, car parking, landscaping and highway works- Approved (08/01/07).
 - 06/03385/OT Outline application to erect business units (B1) and car dealerships include. Laying out of access, car parking, landscaping and highway works- Refused (31/08/06).
 - 32/244/93/OT Laying out of access to erect non-food retail development and restaurant- Refused (17/12/93)
 - 32/67/93/FU Laying out of access to erection of 6 non-food retail development and restaurant with car parking- Refused (12/07/94)
 - 32/187/90 Outline application to lay out access and erect factory, with packaging, ancillary storage and offices, to sports ground- Approved (09/10/90)
- 4.2 Tree Preservation Order (1998/41).

5.0 HISTORY OF NEGOTIATIONS

- 5.1 Notice of the intention to advance development proposals at this site first came to the attention of planning officers in January 2015. During this initial scoping meeting the applicant was advised to engage in formal pre-application discussions to ensure any

formal submission fully considered all relevant issues. Unfortunately no further pre-application discussions took place prior to formal submission of the application and all negotiations are and continue to be, carried out during the course of this application.

6.0 PUBLIC/LOCAL RESPONSE:

6.1 1 site notice display posted on 18th September 2015 and publicised in the Yorkshire Evening Post on 1st October 2015.

6.2 The publicity period expired on 22nd October 2015 and 2 letters of representation received raising objection on the following summarised grounds:

- Existing concerns about the volume and speed of traffic along Coal Road and the junction of Coal Road/ Skeltons Lane and Redhall Lane.
- Volume and speeds along Coal Road being assessed/ monitored by LCC Highways and Police.
- Existing traffic flow at weekends is a rate of a vehicle every 3 seconds- will be exacerbated by further development (particularly fast food outlets which will attract significant).
- Coal Road has become a rat run between A58 and Ring Road.
- Requirement to install traffic calming measures.

7.0 CONSULTATIONS RESPONSES:

7.1 Statutory:

Coal Authority: No objection.

Environment Agency: No comment to make.

Health and Safety Executive: No objection.

7.2 Non Statutory:

Yorkshire Water: No objection, subject to suggested conditions.

Highways: Revised information is still under consideration but no objection is raised in principle to the development proposals. Off-site highway/accessibility works are likely to be necessary.

Flood Risk Management: No objection subject to suggested conditions.

Travelwise: No objection providing travel plan with monitoring is secured.

SDU (Nature Conservation): No objection, suggested conditions.

Neighbourhoods and Housing (Environmental Protection): Comments awaited.

Transport Policy (Air Quality): No objections.

8.0 PLANNING POLICIES:

8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications should be determined in accordance with the development plan unless

material considerations indicate otherwise. The Development Plan for Leeds currently comprises the Core Strategy, saved policies within the Leeds Unitary Development Plan (Review 2006) and the Natural Resources and Waste Development Plan Document (2013).

Local Planning Policy

8.2 The Core Strategy is the development plan for the whole of the Leeds district. The following core strategy policies are relevant:

SP1: Delivery of spatial development strategy.

SP2: Support for a centres first approach directing retail, offices, leisure... supported by sequential and impact assessments

SP4: Regeneration priority programme areas, including East Leeds. Priority will be given to developments that improve ... access to employment and skills development, enhance green infrastructure and greenspace, upgrade the local business environment...;

SP8: A competitive local economy will be supported through provision and safeguarding a supply of land to match employment needs and opportunities for B class uses; seeking to improve accessibility to employment opportunities by public transport, walking and cycling across the district; supporting training/skills and job creation initiatives.

SP9: Provision for offices, industry and warehouse employment land and premises.

EC1: General employment land will be identified, in the first instance, to meet the identified need for land to accommodate research and development, industry, warehousing and waste uses over the plan period.

EC3: Safeguarding existing employment land and industrial areas.

P1: Identifies town and local centre designations.

P8: Sequential and impact assessments for main town centre uses.

P10: New development for buildings and spaces, and alterations to existing, should provide good design that is appropriate to its location, scale and function;

P12: Relates to the provision and retention of landscape features as part of development proposals

T2: New development should be located in accessible locations that are adequately served by existing or programmed highways, by public transport and with safe and secure access for pedestrians, cyclists and people with impaired mobility.

G1: Seeks to improve green infrastructure/ corridor function of land; deal positively transition between development and adjoining open land; provision/retention of biodiversity and wildlife.

EN5: Seeks to manage and mitigate flood risk.

8.3 The application site is allocated for employment uses within the UDP Review (2006). As such, the following saved policies are considered to be of relevance:

GP5: Seeks to ensure that development proposals resolve detailed planning considerations, including amenity.

R2: Identifies areas where regeneration initiatives will be undertaken.

LD1: Seeks for landscape schemes to complement and where possible enhance the quality of the existing environment.

E3: (A-C) Identifies land for employment uses.

N23: Incidental space around built development should provide a visually attractive setting.

N24: Requires development proposal which abut green belt, green corridors and other open land to assimilate into the landscape.

T7A: Secure cycle parking is required in new developments, to reflect standards in UDP Appendix 9.

T24: Refers to car parking guidelines.

BD5: Requires new buildings to give consideration to both their amenity and that of their surroundings.

8.4 The following Natural Resources and Waste DPD (2013) policies are considered to be relevant:

AIR1: Major developments required to incorporate low emission measures to mitigate impacts on air quality.

WATER 7: All developments are required to ensure no increase in the rate of surface water run-off to the existing formal drainage system and development expected to incorporate sustainable drainage techniques.

LAND1: Supports principle of development on previously developed land and requires submission of information regarding the status of the site in term of contamination.

Supplementary Planning Guidance:

SPG22 Sustainable Urban Drainage

SPD Street Design Guide

SPD Sustainable Design and Construction

SPD Travel Plans

National Planning Policy

8.5 The National Planning Policy Framework (2012) 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. 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.

8.6 The introduction of the NPPF has not changed the legal requirement that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The policy guidance in Annex 1 to the NPPF is that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. The closer the policies in the plan to the policies in the Framework, the greater the weight that may be given. It is considered that the local planning policies mentioned above are consistent with the wider aims of the NPPF. The NPPF gives a presumption in favour of sustainable development and has a strong emphasis on achieving high quality design.

8.7 In para.7 of the NPPF the economic role is identified as one of the three dimensions to sustainable development (alongside social and environmental) ...'*contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right place and at the right time to support growth and innovation, and by identifying and coordinating development requirements, including the provision of infrastructure.*'

8.8 Para. 19 of the NPPF states '*the government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.*'

8.9 Para. 21 of the NPPF states '*investment in business should not be over-burdened by the combined requirements of planning policy expectations.*'

9.0 MAIN ISSUES

- 1. Principle of development**
- 2. Highways implications**
- 3. Impact on visual amenity**
- 4. Impact on residential amenity**
- 5. Flood risk implications**
- 6. Other matters**
- 7. Community Infrastructure Levy (CIL)**

10.0 APPRAISAL

Principle of development

- 10.1 The application site is allocated for employment use within the Site Allocation Plan Publication Draft (Sept 2015) and forms part of the overall employment land supply to meet the development plan requirement. Notwithstanding this, the application site itself has now been vacant for many years and as can be seen from its planning history has been the subject of multiple applications but none have ever been brought forward. It is also notable that a variety of uses have also been accepted on the site.
- 10.2 The proposal is a mixed use development comprising Unit 1 at 9,980 sqm of general industrial floorspace (B2 use), Unit 2 at 2,055sqm of open general industrial and/or warehousing and distribution floorspace (B2/B8 use) and 2 drive-thru restaurants (A3/A5 use) of 207sqm and 330sqm. In view of the site's proposed allocation for general employment purposes the industrial/ warehousing & distribution uses proposed are considered entirely consistent with the Council's direction of travel in respect of planning policy as well as being compatible with the prevailing industrial character of this locality.
- 10.3 With respect to Unit 1 which has the specific timing issue, the applicant has advised it is being purpose built for the design, manufacture, and distribution of electrical products for the agricultural/ construction and automotive industries. Presently, the interested business occupier has two offices, a larger premise in Bridlington and one in Leeds (Victoria Road Industrial estate, off Coal Road) which employs 85 staff. The interested occupier seeks to consolidate its business operation within the proposed unit which will involve a number of skilled and semi-skilled roles and the new facility will be used as a training centre for group staff located in other parts of Europe.
- 10.4 It is expected that the proposed industrial building will initially employ 300 people with the proposal affording scope to allow future expansion within. A substantial amount of the business is being relocated from East Yorkshire and whilst the business currently employs 85 people in Leeds they expect the new facility to grow to up to 400 people in the future which potentially results in 315 extra jobs, although a proportion of these roles may be filled with people re-locating from the company's East Yorkshire facility. It is understood that the business will train technical staff to support the operations and that they have links with Leeds Metropolitan University where graduates can be sourced for future roles. It is expected that they will offer around 10 or more apprenticeships as part of the new workforce and to reinforce their commitment in creating local employment opportunities, measures to provide for training and employment for local people (in co-operation with Employment Leeds) for a range of posts (incl. construction process) are to be adopted.

- 10.5 In addition to the above, the application includes two drive-thru restaurants which are not specific employment uses. Accordingly it is necessary to consider the impact of these on the loss of employment land and also whether these uses could reasonably be sited elsewhere within a designated centre or another more sequentially preferable location.
- 10.6 Although the applicant is still to provide further information regarding the sequential assessment to adequately demonstrate the suitability of the site in accordance with Core Strategy policy P8, these uses are noted to only represent about 4% of the total floor space offer and accordingly are very much viewed as an ancillary but complimentary component of the wider development. In this respect, no objection is raised regarding the loss of employment land and this approach is consistent with previous decisions taken on the site which have proposed alternative uses. In terms of the sequential assessment, officers expect to be in a position to update Members on this matter at the Panel meeting.
- 10.7 In conclusion and accepting the sequential assessment still needs to be fully satisfied, the application proposal is considered to represent a significant investment opportunity on a long standing vacant employment site. It is understood that delivery of the development, subject to planning permission, is committed to start in the first quarter of 2016 with an 18-month build project in order to achieve the specific requirements of an end occupier. The economic and employment benefits derived from this development are therefore significant and fully support the wider regeneration objectives for the site which is located within the East Leeds Regeneration Priority Programme Area.

Highway implications

- 10.8 The application originally relied on historic data to assess its overall highway impact but officers have indicated that local highway conditions and committed developments have altered and accordingly new surveys/data is required to ensure a proper assessment can be made. This requirement is important as it will pick up on the traffic concerns which Ward Councillors have also raised.
- 10.9 The applicant has agreed to provide updated information but it has only recently been submitted and highway officers are still assessing the results. Notwithstanding this and being mindful of the site's employment allocation, the site's accessible location and the previous permissions granted at the site it is considered that the principle of the development is accepted in highway terms.
- 10.10 Whilst the range and quantum of uses proposed are likely to be acceptable from a highway perspective, decisions regarding the acceptability of matters of detail such as the proposed access arrangements, the level of parking provision and proposed servicing arrangements, pedestrian connections in and around the site and any off-site highway measures considered necessary to mitigate the impact of the development are yet to be made. Whilst officers expect to be in a position to provide further clarification on these matters at the panel meeting, the highway assessment is unlikely to be fully concluded and accordingly a defer and delegate recommendation is necessary. A defer and delegate recommendation would also have the benefit of allowing further engagement with Ward Members to take place noting they are particularly interested in the highway/traffic impact of the development.

Impact on visual amenity

- 10.11 The application site is located within a wider industrial estate but does occupy a prominent corner position with main frontages onto both the Ring Rd and Coal Rd. For this reason whilst it is entirely appropriate for large format buildings to be provided, the

development's relationship with these two road frontages is key and needs to be treated with care as has been the case with previous schemes.

- 10.12 The two proposed industrial buildings incorporate simple building lines and utilise a paneled cladding system and glazed elements to the ancillary office areas. The industrial buildings are by their very nature, large bulky structures, but they are reflective of the large industrial and commercial buildings visible to adjacent sites. Units 1 and 2 will be most visually prominent when viewed from the Ring Rd and they are both set back from the Coal Rd boundary. The side elevation of Unit 1 is largely blank and therefore further negotiations are taking place to introduce more areas of glazing and more articulation to this elevation. In addition, it is considered important that the existing trees along the site's south-west perimeter are retained to filter views of the industrial buildings from the roadside. These trees are important with a number protected under tree preservation order. In order to properly integrate these existing trees, layout amendments are also being sought to improve the separation distances between Unit 1 and the north and west site boundaries and the position of Unit 2 and the west site boundary. The amendments seek to allow sufficient space for tree retention, allowance for future growth and to assist in the development's assimilation into its surroundings. Supplementary planting to reinforce the site edges as well as internal to the site is also to be secured although the starting point is not to compromise those existing trees of merit which isn't completely the case with the current layout.
- 10.13 With respect to the proposed drive-thru restaurants, they are modern buildings and are proposed to the southern end of the site, where the site narrows, in a position to take advantage of its roadside location. When seen in context with the larger industrial buildings surrounding these restaurant buildings are relatively modest in size and only single storey in height. Whilst no specific objections are raised to the design of the actual restaurant buildings, discussions regarding the detailed layout are still on-going to ensure adequate separation is achieved between the buildings and vehicle circulation areas and the boundary vegetation.
- 10.14 As part of the above considerations, the application site includes lines of semi-mature trees and hedgerow/scrub that form part of the Leeds Habitat Network (to west, north and east boundaries). Whilst the submitted ecological assessment considers the site to be of generally low ecological value discussions are on-going to ensure the retention of important existing perimeter landscaping (incl. during works & operation of site) as part of the detailed layout with any bio-diversity enhancements secured by planning condition. These outstanding matters do however necessitate a defer and delegate recommendation.

Impact on residential amenity:

- 10.15 The application site is located within an industrial/ commercial area with no residential properties immediately nearby. Therefore, the operation of the proposed industrial/distribution buildings and the drive-thru restaurants are not anticipated to adversely impact on the amenity of existing residents. It is however, acknowledged that any potential amenity impacts are likely to manifest themselves through the proposal's impact on the highway network as a result of increased traffic generation from the site and these matters are presently being considered by highways officers.

Flood Risk Implications

- 10.16 In regard to drainage matters, the submitted Flood Risk Assessment (FRA) comments that the application site is located within Flood Zone 1 where there are no specific requirements in terms of mitigation of fluvial flood risk. The proposed development will involve a significant increase in the amount hardsurfacing across the

site but subject to the suitable management of surface water run-off the proposals will not increase flood risk to the wider catchment area. As such, details of the proposed drainage methods are to be secured through planning condition.

Other matters

- 10.17 In respect of land contamination matters, the application site formerly contained farm buildings which were demolished in the 1960s. It is considered that there is low risk to the proposed commercial end use and planning conditions are to be imposed to cover remediation and verification reports to ensure the site is suitable for use in contamination terms.
- 10.18 The application site lies to the west of the Unilever industrial complex which is identified as a Major Hazard site/ pipelines. In this instance, the Health and Safety Executive have advised that there is no reason, based on safety grounds, why planning permission could not be granted at this site.

CIL

- 10.19 This development is CIL liable. CIL is generally payable on the commencement of development. The payment of CIL is non-negotiable, except in exceptional circumstances, and consequentially is not material to the determination of the planning application. The application in this instance is in outline only, and therefore the liability will be calculated at reserved matters stage when the floorspace to be provided is clear. Accordingly this information is presented simply for Members information.

11.0 CONCLUSION

- 11.1 Overall, the proposed development is considered to make a positive contribution to the delivery of economic development and assist with the wider regeneration objectives in the East Leeds area. Despite an extensive planning history of permissions this employment site has remained vacant for a number of years and this development proposal represents significant investment which allied to its swift delivery will be beneficial to local employment creation.
- 11.2 Nevertheless, there are outstanding matters to resolve within this application that are subject to further negotiation with the applicant or the consideration of recently provided information. These matters comprise the planning policy justification on the acceptability of the drive-thru restaurants; highway issues (including any off-site highway measures to be agreed); and the detailed layout of the development (incl. loss of trees, the siting of buildings/ vehicle areas close to the site edges).
- 11.3 The economic development benefits of the proposal are acknowledged and in order to assist with the applicant's timescales for the occupier of Unit 1 this application brought to Plans Panel. A defer and delegate recommendation is nevertheless required in view of the matters outlined in this report which are not yet finalised. As part of this defer and delegate recommendation, further consultation with Ward Members is recommended in view of the specific concerns which have been raised regarding the need to fully address local highway issues.
- 11.4 In the event agreement cannot be reached with officers and Ward Members on the outstanding matters, the application will be returned to the North and East Plans Panel for formal determination.

Background Papers:

Application files: 15/05018/FU.

Certificate of ownership signed by applicant dated 19th August 2015.

Notes



PROPOSED INDUSTRIAL DEVELOPMENT & DRIVE THROUGH RESTAURANTS AT COAL ROAD SEACROFT, LEEDS.



site area 9.05 acres (3.66 Ha)

RING ROAD (SEACROFT) A 6120

RING ROAD (SEACROFT)

SITE LAYOUT PLAN
SCALE - 1: 500

Revisions

Rev	Date	Description
A	AUG 15	STARBUCKS UNIT MOVED TOWARDS SEACROFT RING ROAD

BUILDING MANAGEMENT SERVICES LTD
 Huddersfield Road
 Elland, West Yorkshire
 HX5 9BW
 TELEPHONE: ELLAND (01422) 371616
 FAX No: (01422) 376717
 email: mail@bmselland.com

Building Management Services

Client
 C. D. P. LIMITED

Project
 INDUSTRIAL DEVELOPMENT AND DRIVE THROUGH RESTAURANTS AT COAL ROAD, SEACROFT, LEEDS.

Sheet	
SITE LAYOUT PLAN	
Drawn: RAK	Date: AUGUST 2015
Scale: 1:500	
Status: PLANNING SUBMISSION	
Drawing No: M2785-100	Revision: REV A