



Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 26th November 2015

Subject: Application 15/04604/RM: Reserved matters application for the erection of residential development on land at Station House, Station Road, Methley, LS26 9ET

APPLICANT	DATE VALID	TARGET DATE
Barratt and David Wilson Homes	30.7.15	4.12.15

Electoral Wards Affected:

Kippax and Methley

Yes (Ward Members consulted
referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: DEFER and DELEGATE to the Chief Planning Officer for approval subject to the resolution of the outstanding matters referred to in the report.

Conditions:

1. Plans to be approved.

For information, the following conditions were applied to outline application 13/04647/OT:

1. Two year time limit for commencement and reserved matters submission deadlines.
2. Outline relates to Access only. All other matters Reserved.
3. Plans to be approved.
4. Samples of walling, roofing and surfacing material to be approved.
5. Landscape scheme.
6. Landscape management plan.
7. Tree protection conditions.
8. Tree replacement conditions.
9. Landscaping adjacent to the railway
10. Landscape phasing.
11. Biodiversity enhancement conditions.
12. Method statement to control and eradicate Japanese Knotweed.

13. No vegetation clearance 1st March – 31st August inclusive.
14. Greenspace to be laid out in accordance with masterplan.
15. Archaeological evaluation
16. Surface water run-off restricted to greenfield rates.
17. Station Road widening.
18. Junction sightlines to be achieved.
19. 20mph speed limit.
20. Upgrade of public right of way linking to The Hollings.
21. Use of electric vehicle charging points.
22. Provision of vehicle parking areas.
23. Cycle provision.
24. Statement of construction practice, including interim drainage measures, means to prevent mud on road and dust suppression and routing close to bridges.
25. Rescinding of rights for vehicles to use level crossing.
26. Method statement for works close to the railway.
27. Use of vibro impact machinery
28. Fail safe use of cranes adjacent to railway.
29. Lighting adjacent to railway.
30. Detailed works for properties affected by railway noise.
31. Contamination reports and remedial works.
32. Unexpected contamination.
- 33.** Verification reports.

1.0 INTRODUCTION

- 1.1 This application is presented to City Plans Panel for determination as it relates to a site where Plans Panel have previously considered an outline application (13/04647/OT), which was approved on 31st March 2015. The site is designated as a Protected Area of Search (PAS) in the Leeds UDP Review (2006). Accordingly, the application has also been advertised as a major development, which is a departure from the development plan and affects a right of way.
- 1.2 Members may recall that a key component of the justification for bringing this site forward at this time was a £1.1m contribution to facilitate the delivery of flood defences to the north of the village. This is a matter which is being pursued by the Environment Agency and the Council's Flood Risk Management Team
- 1.3 The outline application approved the matter of access only, with all other matters reserved for determination at a later date. The current application seeks approval for the outstanding reserved matters of: appearance, landscaping, layout and scale.

2.0 PROPOSAL:

- 2.1 This application proposes a residential development of 220 dwellings, reduced from 221 during the course of negotiations.
- 2.2 The primary access approved at outline stage is taken from Station Road with pedestrian / cycle links provided to link through to Longbow Avenue, Balmoral Drive and The Hollings. The proposed reserved matters layout incorporates all of these previously approved measures.
- 2.3 A mix of new homes are proposed, ranging from 2 to 4 bed dwellings.

- 2.4 The proposed layout indicates a series of connected streets, linking Station Road to a spine road running along the southern and western side of the site. A short cul-de-sac is proposed to the west of Shann House. Greenspace is accommodated on site in the broad locations indicated on the masterplan attached to the outline consent.
- 2.5 The proposed dwellings are a mixture of detached, semi-detached and terraced dwellings, ranging in height from two storeys, two storeys with rooms in the roofspace and with some three storey dwellings.

3.0 SITE AND SURROUNDINGS:

- 3.1 The site relates to a greenfield site that is located towards the north-western edge of Methley. The site measures 7.67 hectares and is in agricultural use for arable farming. The site is open, but bounded by occasional low level vegetation and some trees, particularly along the western boundary of the site.
- 3.2 Station Road lies to the north of the site and also provides access to Shann House (a Grade II Listed Building), to the north-west of the application site. The Shann House complex also includes a number of other agricultural buildings, which have recently been granted planning permission for conversion to residential uses. To the north of Station Road, dense vegetation and a timber fence provide a buffer to the re-aligned River Aire, which is set within a cutting. The land beyond is a mixture of open land and woodland (part of the former St Aidan's open cast coal mine site).
- 3.3 To the west of the site lies the Leeds to Castleford railway line, which severs the western end of Station Road (which otherwise continues to Leeds Road). Nevertheless, a level crossing exists for pedestrians to cross the line, together with a small number of individuals who have rights to hold keys in order to take vehicles across.
- 3.4 A recent residential housing development exists to the south of the site, containing detached two-storey properties. The majority of these properties back on to the application site, though some are side on where there are short cul-de-sacs leading north.
- 3.5 A wooded area exists to the east of the application site, planted in the late C20th and filling a triangle of land between the application site and Station Road.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 13/04647/OT – Outline application for the erection of a residential development – Approved 31/3/15.
- 4.2 13/01473/FU - Alterations and extensions to Barn Cottage to form two detached houses; change of use of barn and cow shed to form four houses and demolition of outbuilding and erection of associated garages – Approved 17/1/14.

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 The outline application had been under consideration at pre-application stage and application stage since early 2013 and involved detailed consultation with Ward

Members and local residents. The outline application was approved on 31st March 2015.

- 5.2 The applicant for this reserved matters application held early discussions with Ward Members and officers before embarking on a wider public engagement exercise. The engagement exercise involved writing to 522 local homes and businesses which are closest to the site. Feedback was returned through feedback forms, email and discussion. A total of 35 feedback forms were completed and returned. Whilst a number of residents expressed interest in buying new homes, concerns were also raised including the growth of the village, pressure on local services, traffic congestion and impact on the existing sewerage network.
- 5.3 The applicant liaised with the Methley and Mickletown Residents Association to set up a public drop in session on 7th September 2015. Unfortunately, it is understood that the Residents Association cancelled the event on the day, but did invite the applicant to attend a public meeting the same evening, which did go ahead. Subsequently, the case officer for the application also attended a public meeting set up by the Residents Association on 2nd November 2015.

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 The application was advertised as a departure that does not accord with the provisions of the UDPR and affects a right of way. The site notices were posted 21/8/15.
- 6.2 As a result of the consultation process, 33 letters of objection have been received.

The letters of objection note the following issues:

0. Concern at the increase in the number of houses from 181 indicated at outline stage to 221 now and the highway implications of this.
1. Impact on nursery and school places in the village.
2. The village's road infrastructure is already at capacity and cannot cope with additional traffic.
3. Concerns about existing flooding problems in the area being exacerbated by new development.
4. Concern that sewerage infrastructure cannot cope with additional development.
5. Concern about the location of the proposed pumping station.
6. Concerns about overshadowing, over-dominance and overlooking from new houses.
7. Concern about the creation of a link between the proposed and existing housing areas which could result in security problems.
8. The siting of the footpath along the southern boundary, sandwiched between houses will create a hostile environment that will give rise to increased crime.
9. It is already difficult to get doctor's appointments.
10. Concern about how Japanese Knotweed will be dealt with.
11. Concern that the developer's consultation was inadequate and engagement with local residents was poor.

7.0 CONSULTATIONS RESPONSES:

7.1 Statutory:

Yorkshire Water: - It is stated that the submitted layout is not acceptable and advice is provided in relation to stand off distances to sewers. The applicant considers this matter addressed through the revised layout and this is currently being clarified with Yorkshire Water.

Highways: - The number of houses proposed is considered acceptable in principle, as this accords with the robustness of the Transport Assessment carried out at outline stage. However, changes to the submitted layout are required and re-consultation shall clarify if these matters have been addressed in the revised layout

7.2 Non-statutory:

Flood Risk Management: - It is understood and accepted that the original SuDS proposed in the outline scheme are not feasible due to the topographical constraints of the site. Two large underground storage tanks are now proposed. Advice is provided in relation to ensuring that the areas above the tanks are usable as greenspace.

Public Rights of Way: - It states in the Design and Access Statement that Public Footpath No.49 Rothwell will remain on its original line set within a linear park. This also seems to be the case for Public Bridleway No.48 Rothwell. However, the plans show that from Mulberry Bridge a number of houses back onto footpath no.49. As the path would be enclosed by fencing between the two housing estates, a minimum width of 4 metres will be required, as stated in the Rights of Way Practice Guidance notes 6. Officers have sought to address these issues through the revised layout plan.

Transport Policy: - Comment is made in relation to a plan showing electric vehicle charging points. However, this matter is dealt with by condition on the outline approval.

8.0 PLANNING POLICIES:

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for Leeds currently comprises the Core Strategy (2014), saved policies within the Leeds Unitary Development Plan (Review 2006) and the Natural Resources and Waste Development Plan Document (2013). The Site Allocations Plan is emerging and is due to be deposited for Publication at the end of the Summer 2015.

Local Planning Policy

Adopted Core Strategy

- 8.2 The Core Strategy is the development plan for the whole of the Leeds district. The Core Strategy (CS) was adopted in November 2014. The following CS policies are relevant:

- Spatial policy 1 – Location of development
- Spatial policy 6 – Housing requirement and allocation of housing land
- Spatial policy 7 – Distribution of housing land and allocations
- Spatial policy 10 – Green Belt
- Policy H1 – Managed release of sites

Policy H3 – Density of residential development
 Policy H4 – Housing mix
 Policy H5 – Affordable housing
 Policy H8 – Housing for Independent Living
 Policy P9 - Community facilities and other services
 Policy P10 – Design
 Policy P11 – Conservation
 Policy P12 – Landscape
 Policy T1 – Transport Management
 Policy T2 – Accessibility requirements and new development
 Policy G3 – Standards for open space, sport and recreation
 Policy G4 – New Greenspace provision
 Policy G7 – Protection of important species and habitats
 Policy G8 – Biodiversity enhancements
 Policy EN1 – Climate change
 Policy EN2 – Sustainable design and construction
 Policy EN5 – Managing flood risk
 Policy ID2 – Planning obligations and developer contributions

Unitary Development Plan Review (2006)

8.3 Saved UDPR policies of relevance are listed, as follows:

GP5: General planning considerations.
 N23/N25: Landscape design and boundary treatment.
 N24: Development proposals abutting the Green Belt.
 N34: Protected Areas of Search.
 BD5: Design considerations for new build.
 T7A: Cycle parking.
 T24: Parking guidelines.
 LD1: Landscape schemes.

8.4 In the Natural Resources and Waste Development Plan Document (2013) developments should consider the location of redundant mine shafts and the extract of coal prior to construction.

8.5 Relevant Supplementary Planning Guidance includes:

SPD: Street Design Guide.
 SPD: Public Transport Improvements and Developer Contributions.
 SPD: Travel Plans.
 SPD: Designing for Community Safety: A Residential Guide.
 SPG: Neighbourhoods for Living.
 SPG: Affordable Housing (Target of 15% affordable housing requirement).
 SPD: Sustainable Design and Construction “Building for Tomorrow, Today.”
 SPG4: Greenspace Relating to New Housing Development.
 SPG11: Section 106 Contributions for School Provision.
 SPG25: Greening the Built Edge.

National Guidance - National Planning Policy Framework

8.6 The National Planning Policy Framework (NPPF) came into force on 27th March 2012. 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.

- 8.7 Paragraph 47 of the NPPF requires that local planning authorities should identify a supply of specific, deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer of 5%. Where there has been a record of persistent under delivery of housing the buffer should be increased to 20%.
- 8.8 Paragraph 49 requires that housing applications be considered in the context of the presumption in favour of sustainable development. Whether the development is sustainable needs to be considered against the core principles of the NPPF. Relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites.
- 8.9 Paragraph 85 sets out those local authorities defining green belt boundaries should:
- a) ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development;
 - b) not include land which it is unnecessary to keep permanently open;
 - c) where necessary, identify in their plans areas of 'safeguarded land' between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;
 - d) make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development;
 - e) satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period; and
 - f) define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.

DCLG - Technical Housing Standards 2015

- 8.10 The above document sets internal space standards within new dwellings and is suitable for application across all tenures. The housing standards are a material consideration in dealing with planning applications. The government's Planning Practice Guidance advises that where a local planning authority wishes to require an internal space standard it should only do so by reference in the local plan to the nationally described space standard. With this in mind the city council is currently developing the Leeds Standard. However, as the Leeds Standard is at an early stage within the local plan process, and is in the process of moving towards adoption, only limited weight can be attached to it at this stage.
- 8.11 The proposal consists of 220, two, three and four bedroom dwellings ranging from 4 to 8 potential bedspaces. Having analysed the house types and their sizes, 35 would comply with the technical standards. However, in taking an approach where consideration is given to focussing on where houses are significantly smaller than the technical standard (i.e. more than 15sqm below), 22.73% would fall below this threshold. It is noted that the Finchley house type is 15.8sqm below, so if this was excluded, only 12.23% would fall below the threshold.

9.0 MAIN ISSUES

- Layout/design/landscaping
- Residential amenity
- Housing mix
- Highway considerations.
- Other issues

10.0 APPRAISAL

Layout/design/landscaping

- 10.1 The layout of the scheme is largely based on the illustrative masterplan prepared at outline application stage. The proposals demonstrate how a layout of connected streets and other links through to existing housing areas and amenities can be achieved. The houses are broadly arranged in a series of 'perimeter blocks', meaning that the fronts overlook streets and public spaces, whilst the private garden areas are secured to the rear. The proposals have evolved during the course of the application such that a number of houses that were originally proposed along the southern boundary have now been removed and the remaining layout re-configured such that the number of units has reduced from 221 to 220. The effect of the change is that it reinstates a greenspace area along the south of the site, incorporating a public right of way, more akin to that shown in the illustrative masterplan shown as part of the outline scheme. It is noted that this point was a significant area of concern in the letters of representation that have been received and is now addressed.
- 10.2 A pedestrian link is proposed to be enabled between the existing and proposed houses via a short section of path from the central greenspace down to the head of a cul-de-sac between Nos. 4 and 6 Balmoral Drive. The link is short, direct and well overlooked, providing a convenient pedestrian access for both the occupiers of existing and proposed houses. Security concerns can be overcome through the use of 'A' frames to prevent unauthorised use by motorised vehicles, which can be secured through a detailed landscaping scheme and/or condition.
- 10.3 All of the proposed houses front onto streets, providing surveillance over the public spaces, whilst the private garden areas are secured to the rear. The houses are arranged in a variety of forms as detached, semi-detached or terraced properties. Many of the proposed house types contain driveway areas to the side where they are in a detached or semi-detached situation, providing gaps of at least 4.5m between dwellings in such instances. Where some dwellings are located closer together, a minimum distance of 2m between dwellings is achieved. On balance, the spatial characteristics of the proposed streetscenes are considered to be acceptable.
- 10.4 Shann House is a Grade II Listed building, located towards the western end of the site and is bounded to the north by cottages and historical agricultural buildings, some of which have the benefit of planning permission for residential reuse. Shann House itself has its primary elevation facing south across its own private garden area. The garden area and the boundaries around the complex are formed by significant areas of vegetation and mature trees. The curtilage of Shann House effectively creates its own setting. The layout provides for development around the Shann House complex, but the primary frontage and large garden area is proposed to have a street frontage including a small area of greenspace and landscape buffering. On balance, given the above context, it is considered that the proposed residential development would preserve the setting of the Listed Building.

- 10.5 In the area around Shann House, a mixture of two and three storey houses are located to the east. The three storey Hythe house type is located 20m away. It is important that the listed Shann House, which itself is two-storey in height retains some presence in its immediate environment. Given the size and form of Shann House, the presence of trees and vegetation about its curtilage and the distance of 20m, officers consider that, the relationship now proposed is an acceptable one.
- 10.6 The approach to landscaping is to retain open areas along the eastern part of the Station Road frontage and along the eastern boundary fringe where it meets the existing woodland area. A larger greenspace is created in the centre of the site which also accommodates the surface water drainage solution in the form of underground storage tanks. An existing footpath runs along the southern boundary and it is important to incorporate this into the scheme in a sympathetic way and it is considered that this has now been achieved as a result of the revised layout. The solution is to therefore create a linear greenspace along the southern boundary which provides an open setting for the footpath.
- 10.7 Officers have provided feedback on the design of the housetypes on this scheme and other schemes where the same house types have been proposed. At the time of writing, no changes have been made to the external appearance of the dwellings, though the applicant has provided further visual information to demonstrate how the houses would appear, based on photographs of other recent developments. The applicant has stated that changes will be made to some feature plots to incorporate chimneys. Having considered the additional information and proposal to add chimneys, the external appearance of the dwellings is considered to be generally acceptable.
- 10.8 The local area contains a variety of materials, including brick, render and some stone. These materials are also found around the Shann House complex. It is understood that brick and artstone is proposed to be used as facing materials, as well as dark grey tiles for the roofs. An appropriate brick sample can be agreed through the discharge of the conditions imposed on the outline scheme. Officers have met with the applicant and considered the use of a new artstone product which is a very close match to natural stone. Essentially, the artstone comprises a significant amount of real re-constituted stone, rather than the limestone chips traditionally used in this product. Accordingly, officers consider this to be a high quality product that is appropriate for the feature plots within the development, which are also to contain chimneys, as discussed above.

Residential amenity

- 10.9 Given the spacing around the Shann House complex, including areas of tree and vegetation cover around the perimeter, it is considered that there would be not a detrimental impact on the residential amenity of the occupants of Shann House, Shann Cottage or the other residential units which have the benefit of planning permission as a result of the development around the site.
- 10.10 Station House is located beyond the far western corner of the site, adjacent to the level crossing. The layout shows new neighbouring houses with a similar orientation such that there should be no detrimental impact in terms of overlooking, overshadowing or over-dominance.
- 10.11 The only other residential properties abutting the site are located to the south, along Longbow Avenue and Balmoral Drive. The majority of these properties back onto the application site, except for where they are located along short cul-de-sacs and

therefore have gable ends facing the application site. There is also a change in level, with the existing properties being almost a storey height below that of the application site. In the revised layout, only five properties are located adjacent to the southern boundary and face towards the existing properties. At the time of writing, officers have expressed concern about this relationship given the close proximity and change in levels, which could result in overlooking and a feeling of over-dominance. This is an area where negotiations are ongoing with a view to resolving this point. The remainder of the application site along the southern boundary contains an area of greenspace including a public footpath. The other proposed properties facing the Longbow development do so from the northern side of the greenspace and as such are located some distance away, at least 23.5m from front elevation to site boundary.

- 10.12 At the public meeting on 2nd November, some local residents expressed the view that the scheme should contain bungalows, particularly along the southern edge of the site, which would be beneficial in terms of housing mix, as well as having a less dominating effect on the existing houses. Officers have raised this with the applicant who have responded to decline the inclusion of bungalows in this particular scheme. Notwithstanding this, officers consider that the revised proposals are acceptable, subject to resolution of the detailed matters above.
- 10.13 At the outline planning application stage, it was noted that the presence of the railway, adjacent to the western side of the site, has the potential to create noise and disturbance. However, it was agreed that the western boundary would be formed by a 2.3m high acoustic fence. The presence of the fence and mitigation measures in the build quality of the houses will ensure that future occupiers enjoy a good level of amenity.
- 10.14 Across the development, the proposed houses are considered to offer a reasonable level of amenity in terms of garden sizes and distances between the rear elevations of dwellings.

Housing Mix

- 10.15 An assessment of the housing mix has been undertaken in relation of the revised submitted layout, which shows the following:

No. of beds	No. of units	% of total	Policy min	H4	Policy max	H4	Policy target	H4
1 bed	0 units	0.00%	0.00%		50.00%		10.00%	
2 bed	19 units	8.64%	30.00%		80.00%		50.00%	
3 bed	100 units	45.45%	20.00%		70.00%		30.00%	
4+ bed	101 units	45.91%	0.00%		50.00%		10.00%	
Total	220 units	100.00%						

The table above shows that the scheme as submitted does somewhat depart from the requirements of policy H4, particularly in respect of 2 bed units.

- 10.16 Officers are mindful that Core Strategy policy H4 was adopted well after submission of the previous outline application. Clearly, at that time officers had no information on house types, nor a housing needs assessment as the development fell below the threshold of 200 units at that time. It is noted from policy H4 that a housing needs

assessment is now required for developments over 50 units adjoining smaller settlements. At the time of writing, officers have requested an assessment from the applicant in terms of a rationale for the housing mix proposed, particularly as it does not fully address the normal policy requirements. It is understood that the applicant has commissioned a housing needs assessment, the conclusions of which can hopefully be reported verbally in time for the Plans Panel meeting.

- 10.17 The level of Affordable Housing was secured at outline application stage, at 12.15. Accordingly, for the revised scheme of 220 houses, 27 units are to be provided as Affordable Housing.

Highway considerations

- 10.18 At a strategic level, the Transport Assessment submit with the original outline application was considered to be very robust such that it is appropriate for the detailed quantum of development now applied for. Accordingly, the overall highway impact has been considered and addressed during the outline application stage. Highways officer's initial comments on the submitted reserved matters layout were that there were a number of areas which required attention in terms of visibility splays and accesses to properties. The applicant considers that they have dealt with these matters on the latest revised layout, though at the time of writing, this is still to be confirmed by highway colleagues.
- 10.19 The outline application was subject to a Travel Plan which will assist in promoting sustainable transport modes to future residents. In particular, residential (bus only) MetroCards are to be provided for future residents. Additionally, in terms of improvements to public transport infrastructure, provision will be made to replace bus stop 14677 on Leeds Road with a new shelter and real time information, as well as the provision of a new bus stop with a shelter and real time information on the opposite side of the road.

Other issues

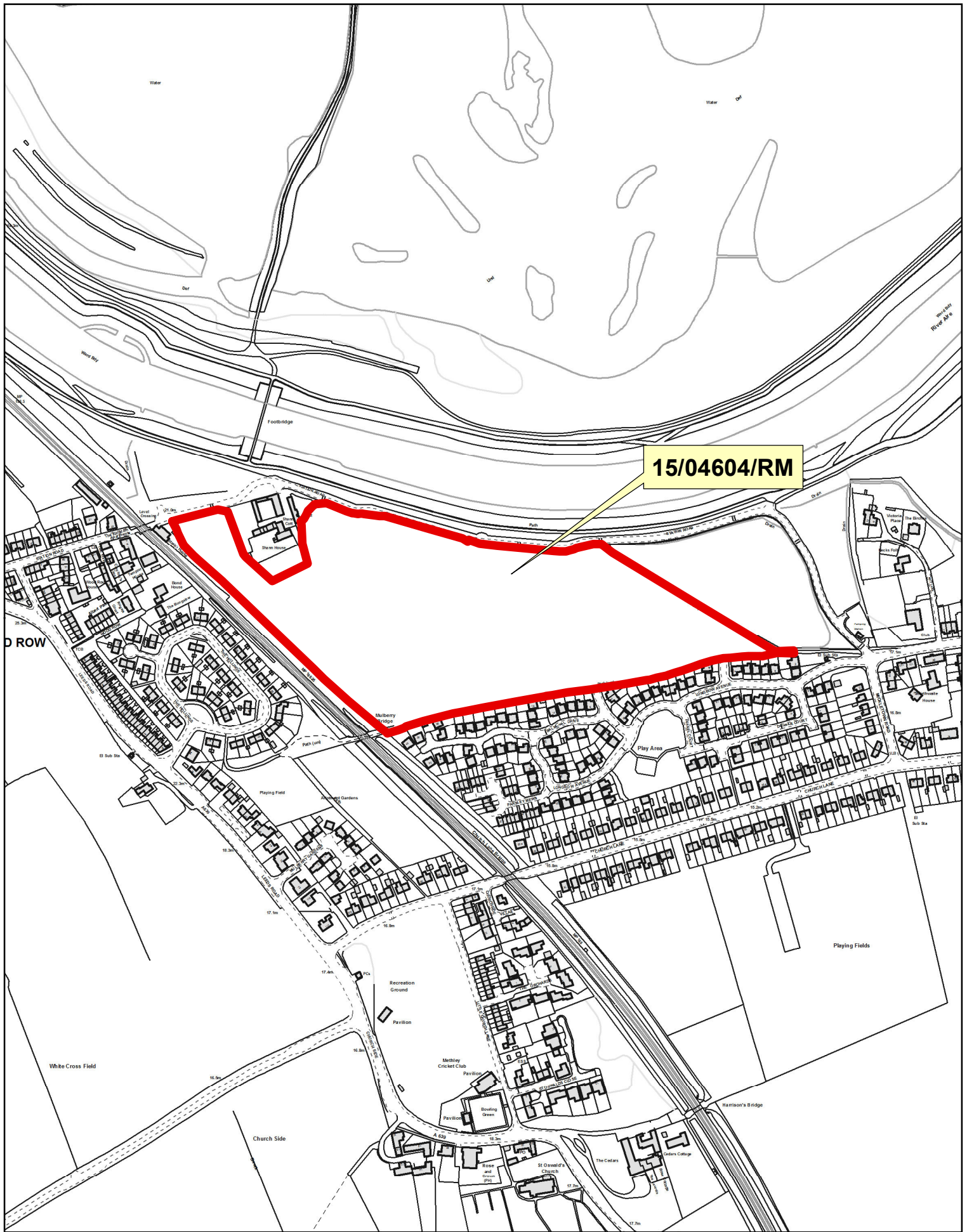
- 10.20 Some letters of representation express concern about the siting of the pumping station at the southern side of the site. The pumping station is located in the southern area of the site as this is the lowest part of the site and is therefore the required location technically. The equipment is largely below ground underneath a plinth within a landscaped greenspace area. The only other equipment above ground level is the control kiosk, of a similar size and form to a street telephone equipment cabinet. Overall, officers consider that the siting of the pumping station is appropriate. Nevertheless, it is understood that some local residents have been engaged in exchanges with Yorkshire Water about the much older pumping station at the eastern end of Station Road (outside the development site), where concerns have been raised around odour and capacity. Drainage matters were dealt with at outline planning application stage and appropriate conditions imposed. It is understood that Yorkshire Water may undertake some off-site sewer works if the housing development is pursued.
- 10.21 The other matters raised in the letters of representation are either dealt with in the main body of this report or relate back to the principle of development, which has already been established by virtue of granting the outline planning permission.

11.0 CONCLUSION

- 11.1 The principle of the development was established at outline application stage and the planning permission contains obligations which are important locally, most notably a contribution of £1.1m towards the delivery of a flood alleviation scheme to protect Methley in the future. Other planning obligations include 12.15% Affordable Housing, travel plan, MetroCards, new bus stop and bus stop enhancements, public transport improvement contributions, education contributions, off-site greenspace contribution, sustainable drainage commuted sum and local training and employment initiatives.
- 11.2 The detailed scheme contained in this reserved matters application contains a quantum of development which is considered acceptable from a highway perspective. The detailed revised layout is considered to be in general compliance with that agreed at outline stage. The approach to urban design principles is considered to be sound and the layout of houses, streets and spaces is considered to be acceptable. The detailed design of the house elevations has been subject to some discussion and the use of quality materials and some chimney features is welcomed. Subject to the resolution of matters referred to in the report, the siting of houses and the size and shape of rear garden areas is considered to be appropriate, such that the development offers a good level of amenity to future occupiers and does not have a detrimental impact on existing properties. In the light of the above, the development is considered to be generally acceptable and it is therefore recommended that Members defer and delegate approval of the application to the Chief Planning Officer in order to resolve the outstanding matters raised in the report. Should officers not be satisfied with progress made on the outstanding layout matters, the application will be reported back to the Plans Panel for formal determination.

12.0 BACKGROUND PAPERS

- 12.1 Application files 13/04647/OT and 15/04604/RM



CITY PLANS PANEL

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

SCALE : 1/5000

