



Report of the Chief Planning Officer

NORTH & EAST PLANS PANEL

Date: 7th January 2016

Subject: 15/06091/FU – Replacement stand at Wetherby Race Course, York Road, Wetherby, Leeds. LS22 5EJ.

APPLICANT

The Wetherby Steeplechase
Committee Ltd.

DATE VALID

23rd October 2015

TARGET DATE

22nd January 2016

Electoral Wards Affected:

Wetherby

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: GRANT PERMISSION subject to the specified conditions:

- 1) Time limit
- 2) Plans to be approved
- 3) Materials to be approved
- 4) Travel Plan
- 5) Drainage details

1.0 INTRODUCTION

1.1 The application is brought to plans panel in response to a request from Councillor John Procter who wishes the Panel to be involved in any decision that relates to this important landmark site.

2.0 PROPOSAL

2.1 The applicant proposes to demolish the existing three storey Members stand and replace it with a four storey stand. This will be linked to the existing Millenium Stand set to the side (east) by the existing four storey stair well. The proposed

stand will measure approximately 29m wide by 28m deep by 12.4m tall to 2nd floor. 15.8m tall to third floor and 18.6m tall to fourth floor. This compares to the existing stand which measures approximately 23.6m wide by 25.5m deep by 13m to first floor, 15.7m tall to second floor and 18.1m tall to 3rd floor.

3.0 SITE AND SURROUNDINGS

- 3.1 The application site is lies in rural land to the east of Wetherby and east of the A1(M) and has been associated with horse racing for over one hundred years originally having its own railway station.
- 3.2 The site currently comprises three stands, The Millenium Stand, The Members Stand (the subject of this application) and the open Bramham Stand, all located by the south side of the course and winners line.
- 3.3 To the rear of the stands are the administration/service buildings, car park and parade ring.
- 3.4 As noted above, the town of Wetherby lies to the west and Wetherby young Offender Institute (formerly the site of HMS Ceres) lies directly to the north, otherwise the site is located on the edge of open countryside.

4.0 RELEVANT PLANNING HISTORY

- | | |
|---------------|-----------------------------------------------------------------------------------------------------------|
| H31/315/89 | Alterations and extension to form betting office to rear of grandstand to race course.
Approved |
| H31/88/89 | Detached turnstile block with toilet and store, to racecourse.
Approved |
| 31/229/94/FU- | Detached 2 storey hospitality suite to race course.
Approved |
| 31/246/95/FU- | Third floor extension to hospitality suite to race course.
Approved |
| 31/60/99/ | Extension of temporary permission for use of part of racecourse as open sunday market.
Approved |
| 31/122/03/ | Extension of temporary permission for use of part of racecourse as open sunday market.
Approved |
| 31/120/04/ | Extension of temporary permission for use of part of racecourse as open sunday market.
Approved |
| 06/00444/FU | Re-Align racecourse track. Re-siting of turnstiles and landscaping works.
Approved |

06/06262/FU Demolition of bar, tote office and toilets to rear of stand and extension to form conference/banqueting suite, new tote offices and toilets and re-roofing of stand to race course
Approved

12/00109/FU Installation of solar photovoltaic panels to roofs of grandstand & saddle box building of race course.
Approved

5.0 PRE-APPLICATION ADVICE

5.1 Prior to the submission of the application the applicant approached the Local Planning Authority for pre-application advice.

5.2 It was accepted by the LPA that if the design style of the proposed stand reflects that of the adjacent structure then in principle the LPA could support an application.

6.0 PUBLIC/LOCAL RESPONSE

6.1 Thorp Arch Parish Council have indicated that they support this application. No specific reasoning has been given.

7.0 CONSULTATION RESPONSES

Mains Drainage No objection subject to conditions relating to surface water drainage.

Public Rights of Way No objection

Highways Raise no objection to the development as there will be no material intensification.

TravelWise Ask that a Travel Plan be submitted (comments received verbally).

8.0 PLANNING POLICY

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, 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 Core Strategy sets out that "Leeds has a number of high profile sports venues that attract major events. In principle, the Council supports improvement at its major sporting venues, such as Headingley Carnegie Stadium and Elland Road..." (para. 4.7.10). The following Core Strategy policies are relevant:

SP1 Location of development
SP8 Economic development priorities

- P10 Seeks to ensure that new development is well designed and respect its context.
- P12 Seeks to ensure that Leeds' landscape is preserved and enhanced.
- T2 Seeks to ensure that new development does not harm highway safety

The following saved UDP policies are also relevant:

- GP5 Seeks to ensure that development proposals resolve detailed planning considerations, including amenity.
- T24 Parking guidelines.
- BD2 The design of new buildings should enhance views, vistas and skylines.
- RL1 Rural land

National Planning Policy

- 8.3 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.
- 8.4 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.
- 8.5 Under the heading 'Supporting a prosperous rural economy' the NPPF, at paragraph 28 says that to 'promote a strong rural economy, local and neighbourhood plans should promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.'

9. MAIN ISSUES

- 1) Principle
- 2) Design and Character
- 3) Highway Considerations
- 4) CIL Liability
- 5) Representations

10.0 APPRAISAL

Principle

- 10.1 All land which lies north of the Wharfe is classified as 'rural land' in the UDP. Policy RL1 notes that "the area of open countryside to the north of the River Wharfe...will be safeguarded in accordance with UDP strategic principle SP2. Any development proposed in this area will be assessed against the guidance contained within PPG7 "the countryside and the rural economy" and other relevant national and local policy guidance.

- 10.2 Both PPG7 and SP2 have been superseded by other policy frameworks, namely the NPPF and the Core Strategy. The previous policies generally sought to protect the countryside for its own sake, to promote the countryside as a valuable recreational, ecological and landscape resource and to support the rural economy. These general principles remain within the Core Strategy and the NPPF, both of which seek to direct the majority of development to sustainable locations within main urban areas and thus away from rural locations.
- 10.3 However, both the NPPF and the Core Strategy recognise the need to support tourist and recreational facilities in appropriate locations and to support the rural economy. Spatial Policy 8 of the Core Strategy expresses these principles and at bullet point 5 states that the rural economy will be supported, consistent with the settlement hierarchy, and support will be given to the provision of tourist and cultural facilities in appropriate locations.
- 10.4 Within the settlement hierarchy Wetherby is noted as a Major Settlement and thus is an appropriate location for additional development, being well supported by existing employment, housing, retail and other services. The Racecourse is a well-established business within Wetherby's wider environs and by its very nature lends itself to a semi-rural location. As such, the provision of additional development which supports or strengthens this rural based business is supported by policy. The stand which is proposed is a replacement structure and thus there are no concerns regarding the principle of the development.

Design and character

- 10.5 The National Planning Policy Framework states that "good design is indivisible from good planning" and authorities are encouraged to refuse "development of poor design", and that which "fails to take the opportunities available for the improving the character and quality of an area and the way it functions, should not be accepted". Policy P10 of the Core Strategy seek to ensure that new development is of high quality and is appropriate to its context and this is also reflected in saved UDP policy GP5.
- 10.6 The design style, form, size, scale and materials to be used reflect that of the existing stands and are in-keeping with the context and purpose of the racecourse. The proposed stand will be linked to the Millenium stand by a stair well which will be set well back from the front elevations so that from the front (race course) the stands will appear as two separate buildings. It should be noted that the third and fourth floors are not full width but will provide space for plant and cameras. Ultimately the stand will replace an existing structure which is not visually attractive, and create a new development which reflects the style, shape and form of the existing millennium stand, creating a more visually cohesive appearance overall.
- 10.7 As such it is considered that the proposal will not harm the character and nature of the racecourse or the wider area.

Highway Considerations

- 10.8 Core Strategy policy T2 and saved UDP policy GP5 note that development proposals must resolve detailed planning considerations and should seek to maximise highway safety. This means that the appellants must demonstrate that the development can achieve safe access and will not overburden the capacity of existing infrastructure. As outlined within the spatial policies of the Core Strategy it

is also expected that development is sited within sustainable locations and meets the accessibility criteria of the Core Strategy.

- 10.9 The racecourse lies outside Wetherby and remote from public transport links, with the closest bus stop located on York Road around 900 metres walking distance from the site. This is served by service 412 providing an hourly service between Wetherby and York. As such the racecourse fails to meet the Core Strategy Accessibility Standards. However, this said, the stand is a replacement structure which is unlikely to lead to a material intensification of use at the site. The stand will utilise the existing access, parking and servicing arrangements which are appropriate for the scale and level of development proposed. As such the development raises no particular highway safety concerns.

CIL Liability

- 10.10 This development is CIL liable and is likely to generate a CIL charge of £2460 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. Accordingly this information is presented simply for Members information.

Representations

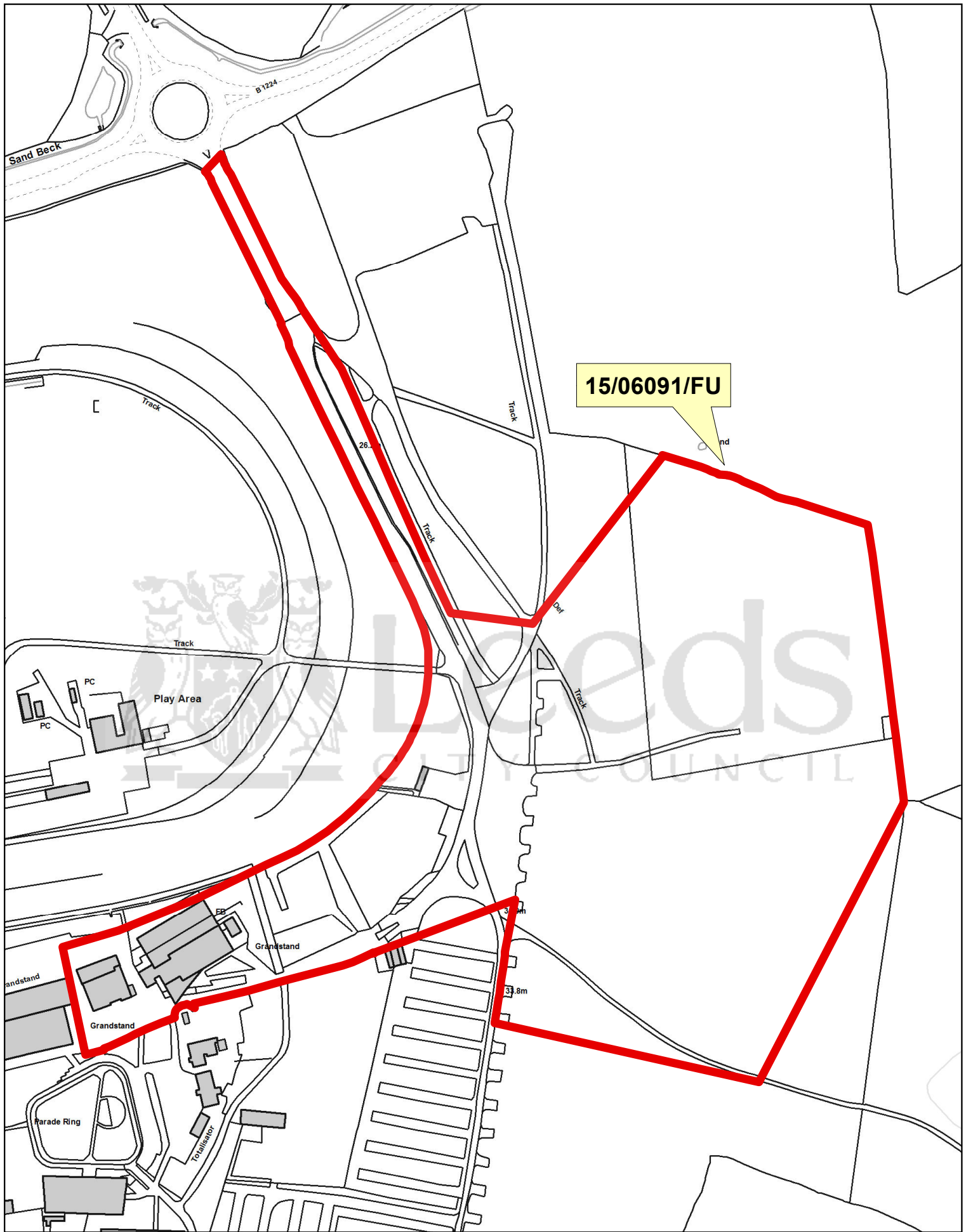
- 10.11 Thorp Arch Parish Council offer support to the development.

11.0 CONCLUSION

- 11.1 It is considered that the proposal reflects sympathetically the size, scale, form and style of existing stands and is in keeping with the established character of the racecourse. As such the proposal is considered to comply with the relevant development plan policies referred to in the planning policies section above and the application is therefore recommended for approval, subject to conditions.

Background Papers:

Application files: 15/06091/FU
Certificate of ownership: Certificate A signed by agent on behalf of applicant.



NORTH AND EAST PLANS PANEL

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