

Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 08th December 2016

Subject: Application 16/02381/RM: Reserved matters application for retail/leisure plot/phase of the Thorpe Park development including the appearance, landscaping, layout and scale of development for the erection of a series of buildings providing 27,833sqm (299,602sqft) of retail and leisure floorspace (Use Classes A1, A2, A3, A4, A5 & D2) together with associated ancillary facilities, servicing, access, parking, landscaping & public realm, pursuant to outline planning permission 15/06583/OT

APPLICANT

Thorpe Park Developments Ltd

DATE VALID

06.05.16

TARGET DATE

12.12.16
(Agreed extension)

Electoral Wards Affected:

Crossgates and Whinmoor, Garforth and Swillington, Temple Newsam and City

☐ Yes

Ward Members consulted
(Referred to in report)

Specific Implications For:

Equality and Diversity ☐

Community Cohesion ☐

Narrowing the Gap ☐

RECOMMENDATION:

To DEFER and DELEGATE APPROVAL to the Chief Planning Officer subject to: further clarification and information in relation to parking provision, the realignment of the roundabout south of the site, and the retention of the east/west footpath/cycleway to the south of the retail and leisure elements.

1.0 INTRODUCTION

- 1.1 This report is presented to City Centre and Strategic Panel due to the fact that the proposal is development which has strategic implications and at the request of the Panel, following consideration of the latest outline permission to which this application is pursuant.
- 1.2 In 1995 planning permission was granted for approximately 65 hectares of land known as Thorpe Park as a key business park, reserved for offices (B1). In 2004 the quantum of approved floor space was subsequently increased from 1.2million ft² (111,500m²) to 1.8m ft² (167,225m²) through the variation of the condition controlling the floorspace restrictions. Over of 600,000 ft² (55,740m²) of office accommodation

has been built out in addition to a hotel, medical centre, and some small supporting food uses. The development is also ultimately intended to facilitate various access and infrastructure works, most significantly including the delivery of the Manston Lane Link Road (MLLR), and the delivery of Green Park.

- 1.3 In September 2013 City Plans Panel considered detailed proposals for the MLLR and an outline application relating to the balance of land at Thorpe Park, proposing a mixed use development which, significantly, included a large proportion of retail (18,000 sq.m (9000m food and 9000m non-food retailing)). The Panel resolved to approve these applications and the decision notice relating to the outline was formally issued in March 2014, following completion of a S106 agreement. Approval of the new outline application was an important step in developing a new masterplan for Thorpe Park, which would better reflect the type of business space and other amenities required by occupiers and employers. The broader mix of uses was also intended to help secure the earlier delivery of the MLLR, with the retail component being accepted as enabling development to facilitate this.
- 1.4 In January 2015 Members considered and approved an outline proposal for the introduction of up to 300 residential units on land north of the proposed Central Park and consequential variations to the approved floorspace of the overall development to reflect the introduction of the housing element (reduction in office space). In July 2015 Member considered and approved a shift in the balance between food and non-food retail within the approved total quantum of 18,000 sqm of retail floorspace following a decline in the food retail sector, and in December 2015 Members approved a Section 73 variation of condition to allow for the introduction of a cinema use and the alteration of the primary vehicular circulation route around the site.

2.0 PROPOSAL:

- 2.1 The application seeks approval for the means of access, appearance, landscaping, layout and scale of the retail and leisure elements within the site. The original application was accompanied by the following documents:

- Planning Statement
- Environmental Statement Addendum
- Revised Masterplan
- Indicative Sections
- Parameters Plans
- Flood Risk Assessment
- Design & Access Statement including Residential Design Code
- Residential Development Flood Risk and Drainage Design Note
- Travel Plan
- Coal Mining Assessment
- Draft Noise Assessment
- Draft S106 heads of terms

- 2.2 This application is accompanied by the following documents:

- Design and Access Statement
- Masterplan
- Elevations and Layout Drawings
- Sections
- Totem signage details
- Retail planting scheme

3.0 SITE AND SURROUNDINGS:

- 3.1 The site is located to the south of the Leeds-York railway line and Manston Lane, west of the M1 (junction 46), north of A63 Selby Road and existing Thorpe Park buildings. Austhorpe Lane is to the west. The proposed building is adjacent to the tree belt that separates Thorpe Park from Green Park. The proposal under consideration relates to the northern half of the employment allocation that totalled 63 hectares.
- 3.2 In terms of the wider area, Cross Gates centre is located to the west, Garforth to the east and Colton Retail Park is located across the A63 to the south. A number of residential properties are nevertheless located between the northern side of the A63 and the built component of Thorpe Park (namely Barrowby Lane, Road, Drive, Avenue etc and Austhorpe Lane, Avenue, Drive etc). In addition to existing development, the East Leeds Extension housing allocation (UDPR policy H3-3A.33) is located across the railway line to the north.
- 3.3 Thorpe Park is allocated as employment land and a 'key business park' under saved policies of the 2006 UDP (Review). It forms a key part of the Council's employment land supply and provides an attractive regionally significant business park. The land to the west is allocated as Proposed Open Space (which will ultimately become Green Park). The UDPR designates a new cycle route running north-south through Thorpe Park and a scheduled ancient monument, Grims Ditch, is located to the immediate west of Thorpe Park.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 16/07185/COND - Consent, agreement or approval required by conditions 11, 13, 15, 16, 31, 31a, 40, 43, 45, 46b, 46d, and 53 of Planning Application 15/06583/OT. Under considerations
- 4.2 16/03772/COND - Consent, agreement or approval required by condition 10 of Planning Application 14/01216/FU (Manston Lane Link Road North South Section) – Under consideration.
- 4.3 16/03760/COND - Consent, agreement or approval required by condition 39 of Planning Application 15/06583/OT – Under consideration
- 4.4 15/06583/OT - Variation of conditions of approval 15/02217/OT to allow a cinema use and submission of amended parameter plans – Granted 26.02.16.
- 4.5 15/02217/OT - Variation of conditions of Outline Planning Permission 14/05483/FU to introduce greater flexibility to allow the 9,000 sq.m of gross retail floorspace within the approved foodstore unit to be reconfigured to provide up to 2,000 sq.m of gross convenience goods floorspace and 7,000 sq.m gross for non-food operators (including resultant changes to the total permitted net sales floorspace) – Granted 06.11.16.
- 4.6 14/05483/FU – Consequential variation of condition of 12/03886/OT to reflect the introduction of residential development under 14/05481/OT. Granted 02/04/15.
- 4.7 14/05481/OT - Outline application for residential development (maximum 300 units) together with other uses and revised landscaping. Granted 02/04/15.

- 4.8 14/01216/FU - Detailed application for the Manston Lane Link Road (North - South Route).
- 4.9 12/03886/OT - Outline Planning Application for mixed use development comprising offices (business park) (B1A), (B) and (C), retail and bar/restaurant (A1, A2, A3, A4 and A5), hotel (C1), leisure facilities (D1, D2), multi-storey car park, together with internal roads, car parking, landscaping and drainage – Granted 20/03/14.
- 4.10 32/140/96/FU – Variation to outline condition to extend the total permitted floorspace within the development - Granted 31/03/04.
- 4.11 32/356/01/RM – Laying out of new access and roundabout diverting footpaths and bridleway and construction of cycleway/footpath (option 2) – Granted 22/01/02.
- 4.12 32/185/00/FU – Re-profiling to proposed business park – Granted 27/04/01.
- 4.13 32/199/94/OT – Outline permission Thorpe Park – Granted 04/10/95.
- 4.14 Under 14/05483/FU above are conditions and a Section 106 agreement which, amongst other general planning policy related requirements for contributions and travel plan monitoring, covenant the applicant to provide Green Park (via a series of trigger points) and the Manston Lane Link Road (which is triggered following occupation of any retail development (i.e. non-B1 office space) or 37,000m² or B1 office space).

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 The submitted details were considered at a Design Review on 16.06.16. In general terms the retail and leisure elements for which detailed approval is sought were well received; the broad design principles adopted being held to have followed those which had, without prejudice, been agreed for some time. Moves towards individually lettered signage on a 'utility band' were welcomed. Some concerns were however expressed over the landscaping and totem signage and some details of the leisure element façade proposed. Following negotiations over these aspects amended plans were submitted and reviewed and these now form the basis of the proposal before Members.

6 PUBLIC/LOCAL RESPONSE:

- 6.1 Site notices were displayed throughout the business park, wider area and on adjoining residential streets on 13th May 2016. In response one letter of objection was received raising the following concerns:
- Despite being next to the railway line the Design and Access Statement makes and that no reference to where any future rail-halt might be located or how it might be accessed from the site.
 - The proposal does not appear to leave space for rail users to park cars in the future.
 - There is no footbridge over the railway and so occupants of the housing developments along Manston Lane and Pendas Field would have a lengthy walk to the road bridge.
 - In view of the above there are concerns over access to the development by any means other than by car.

7.0 CONSULTATION RESPONSES:

7.1 Statutory:

Health and Safety Executive: The Health and Safety Executive do not advise on safety grounds against the granting of planning permission in this case.

7.2 Non-statutory:

LCC Transport Development Services: No objection in principle subject to further information/clarification (amendments to roundabout R1, retention of pedestrian and cycle and clarification over level of parking provision via a parking study/parking accumulation exercise).

LCC Rights of Way: Public Footpaths 126 and 127 cross the site. The developer is aware of the rights of way affecting the site and has submitted a Public Path Diversion order for this site and the rest of the Thorpe Park development for the paths affected by the development. They have also held consultations with path users and local residents about the diversions who have overall been supporting of the proposed diversions. The diversions have now been confirmed.

LCC Nature Conservation: There are no significant nature conservation issues with this reserved matters application. The Great Crested Newt mitigation for the wider site is in place as per the previous surveys and licence applications.

LCC Landscape: No objections subject to the use of large canopy semi mature trees, and consideration of precise details and appropriate specification of all planting, soil, load bearing rooting zones and irrigation proposals. [These details are covered by condition of the outline permission]

LCC Design: No objections following the receipt of amended plans which address the feedback given from the Design Review.

8 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).

Local Planning Policy

- 8.2 The Core Strategy is the development plan for the whole of the Leeds District. Some saved policies of the UDP Review also apply. The following policies within them are relevant:

Spatial Policy 1	Location of Development
Spatial Policy 2	Hierarchy of centres and spatial approach to retailing, offices, intensive leisure and culture
Spatial Policy 8	Economic development priorities
Spatial Policy 9	Provision for offices, industry and warehouse employment land and premises
Policy EC1	General employment land

Policy EC2	Office development
Policy EN1	Sustainability targets
Policy EN2	Sustainable design and construction
Policy EN4	District heating
Policy EN5	Managing flood risk
Policy G8	Protection of important species and habitats
Policy G9	Biodiversity improvements
Policy T1	Transport management
Policy T2	Accessibility requirements and new development
Policy P10	Design
Policy P12	Landscape

Saved Policies of Leeds Unitary Development Plan Review (UDPR):

- 8.3
- | | |
|---------------|---|
| Policy BD5 | Design considerations for new build |
| Policy E4 (6) | Austhorpe Business Park allocation |
| Policy GP1 | Land use and the proposals map |
| Policy GP5 | General planning considerations |
| Policy N24 | Transition between development and the Green Belt |
| Policy N23/25 | Landscape design and site boundaries |
| Policy LD1 | Landscape schemes |

Relevant Supplementary Planning Guidance:

- 8.4
- SPG10 Sustainable Development Design Guide (adopted)
 - SPG22 Sustainable Urban Drainage (adopted)
 - SPD Street Design Guide (adopted)
 - SPD Designing for Community Safety (adopted)
 - SPD Sustainable Design and Construction (adopted)

Natural Resources and Waste Local Plan (adopted):

- 8.5
- | | |
|---------|--|
| AIR 1 | Management of air quality through development |
| WATER 1 | Water efficiency |
| WATER 7 | Seeks to ensure no increase in the rate of surface water run-off and the incorporation of sustainable drainage techniques. |

National planning policy guidance:

- 8.6
- The National Planning Policy Framework was published on 27th March 2012 and sets out the Government's planning policies for England and how these are expected to be applied, alongside other national planning policies. In this case the following sections are relevant:
- 8.7
- Achieving sustainable development
 - Section 1 Building a strong, competitive economy
 - Section 2 Ensuring the vitality of town centres
 - Section 4 Promoting sustainable transport
 - Section 7 Requiring good design
 - Section 8 Promoting healthy communities
 - Section 10 Meeting the challenge of climate change, flooding and coastal change
 - Section 11 Conserving and enhancing the natural environment
 - Decision-taking
 - Section 12 Conserving and enhancing the historic environment

9.0 MAIN ISSUES:

- Principle of the development
- Access and parking
- Layout
- Scale
- Appearance
- Landscaping
- Representations
- Other matters

10.0 APPRAISAL:

Principle of the development:

- 10.1 The introduction of the retail element and cinema has already been considered and approved and planning permission for up to 18,000sq.m of retail uses remains extant under existing permissions. The uses applied for have been previously held to meet sequential test requirements and the principle of retail and leisure uses at Thorpe Park is thereby well established and acceptable in principle. The consented scheme delivers significant infrastructure benefits, including the delivery of Green Park and the Manston Lane Link Road (MLLR) and is subject to an S106 agreement which covers all the requisite developer contributions and obligations. What fall to be determined at this stage are the detailed access arrangements, scale, appearance, layout and landscaping of the retail and leisure elements, the detailed consideration of which follows below.

Access and parking

- 10.2 As with planning applications 12/03886/OT, 14/05481/OT, 14/05483/FU and 15/06583/OT, the primary access to serve the site is the MLLR which has its own approvals. Relevant conditions and obligations for applications 12/03886/OT, 14/05481/OT, 14/05483/FU and 15/06583/OT are in place to ensure the MLLR is implemented at the appropriate quanta of development.
- 10.3 The approved MLLR layout involves reducing the size of a roundabout (R1) and the narrowing of the dual link between R1 and the Western Dumbbell of M1 Junction 46. Revised details of the MLLR that will retain R1 and the link as existing and modify the layout at the Western Dumbbell are currently under consideration under 16/03772/COND, and this change to MLLR is acceptable in principle subject to final approval of the precise details, which should include retention of a pedestrian/cycle link.
- 10.4 In terms of parking provision, the application proposes 911 parking spaces in a position east of the main retail and leisure uses, west of the MLLR, which is consistent with successive masterplans. There is a need for further clarification on the precise final mix of uses and consideration of linked trip and dwell times generated by the various uses, to inform the actual level of parking provision provided. Whilst the details are in principle acceptable and policy compliant the recommendation is therefore to defer and delegate subject to resolution of these final matters.

Layout

- 10.5 The proposed layout follows the parameter plans and masterplan which have been approved under successive outline applications. The parameter plans were most recently updated to allow for a better circulatory primary highway route round the retail and leisure uses and this was approved under application reference 15/06583/OT. The approved masterplan strategy was to reduce the dominance of vehicular movement and parking by consolidating parking, thereby allowing for stronger pedestrian connectivity. Arriving at a final layout has been an iterative process taking into account the changing nature of the retail market and occupiers. The layout submitted follows consideration of various options which have been market tested with commercial agents and operators, and the submitted layout is the one arrived at that is viable.
- 10.6 The proposed layout seeks to create active frontages on all four sides and define access into the center of a colonnaded retail terrace. The layout follows pre-application advice and introduces anchor buildings to corners to define the spaces, and frame views along the frontage and into the leisure components. The layout also responds to a series of important vistas towards that site which creates opportunities for landmark views and framed vistas, including principle views from J46, Roundabout R1 and Roundabout R2. The layout is intended to create a retail and leisure destination which also extends to users of the Thorpe Park community and beyond to the approved housing to the north. This has been achieved by creating a series of spaces which link through to the different elements and these are discussed in more detail below.
- 10.7 The urban design approach identified in the approved masterplan and Design Code identified the need to create an environment which is desirable to live and work within and the wider masterplan includes Central Park as a shared landscape buffer between the housing and commercial development, with a series of pedestrian connections through streets and spaces extending 'green fingers' to connect with the housing to the north. Connection to the south and the existing business park is created primarily by a crossing over Park Approach in front of Plot 4100. This connection picks up the main desire line from Century Way and leads pedestrians into West Plaza. A green bridge (the detail of which is covered by condition of the permission for the MLLR) will provide an east west link across the northern edge of the site to Brown Moor. The proposal is designed to minimise the need for steps and ramps, and access into and around buildings has therefore been designed in accordance with Part M of the Building Regulations, BS 8300:2009 and the Equality Act 2010 to permit full accessibility to all visitors. The primary route for public transport runs along the western edge of the scheme and is designed as a large landscaped boulevard providing strong links north to Central Park and south to the existing office park.
- 10.8 Retail terrace: The layout provides for a main colonnaded retail terrace of accommodation facing east towards the MLLR. This is a response to the need for the visibility and access to parking required to attract large format retailers, which in turn are required to support the development. This element is configured in a 'u' shape and following pre-application advice is bookended by anchor buildings to the north and south (Next). Separated from the main retail terrace and situated centrally is a building which contains small cluster of retail units which are intended to define external areas of public realm between the building and the main terrace. This smaller building and the spaces around it define streets and routes into the main colonnade which runs north-south along the main retail frontage. The layout creates a multi aspect site which is viewable on all sides and a strong east/west pedestrian route that allows for legibility and permeability and creates framed views of the various elements.

- 10.09 Retail square: The retail square is located in the centre of the retail terrace with the smaller format retail units fronting the square, and this offers opportunity for seating and outdoor temporary events. From the retail square visible connections are made north/south along the retail terrace and west towards the leisure elements in views down the central plaza.
- 10.10 Central Plaza: The central plaza has activity on both sides and provides a mix of retail and restaurant uses. The main leisure uses are linked to the retail terrace by an east-west pedestrian street which separates the development into two blocks; one to the north and one to the south. The central plaza is designed to be a minimum of 16m wide allowing sufficient space for a 4m seating zone outside each restaurant, and to allow for circulation. The upper floor accommodation projects over the ground floor restaurant frontage below. Along the plaza tree planting and seating are proposed to create a softer more interactive street scene than along the retail terrace. The central plaza leads to the Leisure square to the west.
- 10.11 Leisure square: The upper level of the leisure block to the south contains the approved gym use and the upper level of the leisure block to the north contains the approved cinema use. The central plaza is designed to accommodate the evening economy and encourages people to dwell and use the space throughout day and night. A small restaurant pod is located in the centre of the leisure plaza, which frames the streets and views either ends of the space, with the intention of enhancing the sense of activity. Naturally areas are required to service the retail and leisure uses. To optimise active frontages however service areas are located centrally within clusters of units to the rear, in order to minimise conflict with pedestrians. A bus stop is to be provided near the leisure square to facilitate the transport strategy approved at outline application stage.
- 10.12 West plaza: West plaza is fronted by restaurant uses and provides a link between the existing business park to the south and Central Park to the north. This is a centrally located space which would act as a gateway to the retail and leisure elements.
- 10.13 Cinema: The cinema entrance is located on the south west corner of the scheme. This entrance area is set back beneath a projecting upper level. The entrance is splayed to open up views and movement into the Central Plaza on approach from the west along Park View. Emergency egress stairs are provided so as to minimise impact on active frontage lines and to discharge to the rear of the building. Units M and L provide small "district centre" type retail accommodation to support Thorpe Park. It is anticipated that this format will continue into the second phase north, providing an active ground floor frontage to the multi storey car park during the next phase.
- 10.14 Parking and servicing: Consistent with successive masterplans parking is consolidated along the edge of the MLLR to the east of the site in front of the retail terrace. The parking area is split into two areas, defined by a central access road. To the west of the access road the parking areas are split between the retail terrace by the small cluster building in the centre. The two courtyard parking areas formed are designed to appear integral with the retail environment, while the rest of the parking to the east of the central road is more functional. Courtyard car parks 1 and 2 include accessible parking close to the retail colonnade and are defined in a coloured tarmac surface and include areas of perimeter soft landscaping. General parking areas to the east are more functional in appearance and layout, and are in a more traditional black tarmac finish with paved island crossings. Overall the layout is consistent with successive masterplans and pre-application advice and is considered to be policy compliant.

Scale

- 10.15 A comprehensive site analysis was carried out as part of the design process. The principles established from this analysis were identified in the approved Design Code and parameters plans. In 2014 an addendum to the Design Code was approved which included an illustrative masterplan which established large scale commercial development within the mixed use context of the original parameters. Final heights and finished floor levels were considered at outline application stage and keep the scale of buildings in keeping with the surroundings.
- 10.16 In summary, and following the approved parameters plan, the majority of the units are of two storeys with Block D and Block G at either ends of the retail plaza being single storey. Unit 15 and Unit 1 are larger mass structures which bookends the retail terrace and the scale of these buildings is mirrored. In between these units the retail terrace is of a consistent height and the lighter weight colonnade provides a central 'street' which intersects these units. The cinema use is understandably the largest building, though this has been reduced in scale slightly, followed by the phase 2 multi-storey car park. The cinema is located in the centre as landmark structure providing a visual draw through central plaza. The massing and scale proposed is consistent with the approved parameters plans and is considered to be acceptable.

Appearance

- 10.17 Retail terrace: The retail terraces makes extensive use of full height glazing with mirrored steel cladding to the face of the building above shop fronts. Retailer signage is shown on a utility band lifted from the face of mirrored cladding, with individual lettering, which creates a more elegant less clumsy solution than simple fascia signs and preserves the clean lines and integrity of the overall architectural design. Limestone cladding is proposed to the colonnade contrasting with the more solid stone of the anchor units which bookends the colonnade. The use of limestone cladding to columns provides consistency across the retail terrace and limestone columns also mark the partition between each retail unit. The base of each column is to be clad in a durable gloss granite material.
- 10.18 Leisure buildings: The leisure buildings are designed to provide a visual landmark at the centre of the overall masterplan. The cinema is shown as clad in an anodised gold finished aluminium with standing seams which are staggered to create interest. The cinema building is cutaway so that the rake of the auditoria within the building is exposed and seen through glazing. The gym uses the same anodised finish as the cinema with standing seams interspersed by flat panels which are perforated and illuminated from the rear at night to animate the leisure element during the evening. Rear elevations are to be clad in flat metal composite cladding with louvres to screen plant areas. The smaller retail units to either end of the leisure plaza are to be clad in a fibre cement rainscreen panels in a matt finish to create clean minimal lines, with glazed shop fronts and fully glazed corners, to allow views through the corners of the buildings so that activity through them can be viewed. The elevation facing the car park of the smaller retail units incorporates a living wall.
- 10.19 Surfaces and street furniture: External surfaces are used to create a hierarchy of spaces and define routes through the spaces. It is proposed to contrast tones in the same materials to define the main plaza areas which link retail and leisure uses, and to make use of textured surfaces for those with visual impairment. Slot drains are proposed to allow for discrete drainage. Chamfered top bollards, cycle stands and post mounted litter bins (which allow sweeping beneath) are to be of stainless steel.

Directional lighting columns are to be utilised to illuminate public realm areas and public seating is to be provided in the form of robust granite plinth benches. The proposal considers security by design principles and includes elements of both passive security design (defined spaces, visibility across spaces without dead ends, promoting active places and providing sufficient width of space), and active security design (CCTV network and on site management presence, barriers to parking areas when closed and barriers and strategic landscape design).

- 10.20 Following the Design Review at which the proposals overall were well received and considered to follow the principals agreed at pre-application stage, the first floor leisure element has been revised to ensure consistency with the discrete and fine structural lines of the retail element. Monolith advertising totems proposed to the main entrance points to the retail element to accommodate the names of retail occupiers have also been reduced in height to be more human in scale.
- 10.21 Condition 8 of the outline permission requires scale drawings through window and door reveals, ground floor entrances, junctions of materials and changes in plane to the building elevations, and the details of roof parapets, eaves lines and soffits. Condition 9 requires prior approval of precise details of any flues, external plant, vents, shutters, lighting or other excrescences such as solar panels. Condition 10 of the outline permission addresses the need to approve precise details of external facing materials and samples of all external walling and roofing materials, windows and doors. Condition 11 requires details of all surfacing materials. Condition 38 requires approval of a CCTV strategy for each phase. With the above amendments secured and subject to approval of precise details under these conditions of the outline permission the proposed design is considered to be acceptable.

Landscaping

- 10.22 This element of the application relates to the landscaping for the retail and leisure phases of the development. The submitted landscaping scheme focuses on the provision of formal tree planted avenues to Park View (to the west) and Park approach (to the north), with planted swales to create seasonal interest. More formal garden style planting is proposed to the retail plaza and tree planting is proposed to site frontages. Following the Design Review additional tree planting has been introduced to the car park and approach and adjacent to the MLLR. A coppiced band is proposed to the ends of parking bays nearest the MLLR and to the slopes leading up to the road itself. The coppiced bands are intended to provide vibrant swathes of brightly stemmed shrubs alongside native woodland species. A green bridge incorporates a combined bridleway across the MLLR to Brown Moor and a green wall is proposed to the detached retail units which punctuates the retail terrace.
- 10.23 In terms of precise detail Condition 43 of the outline requires an Ecological Protection and Enhancement Plan. Condition 44 of the outline requires the submission of hard and soft landscaping works including an implementation programme for each phase of development. Condition 45 requires a landscape management plan for each phase, including long term design objectives, management responsibilities and maintenance schedules. Condition 46 requires protection of existing trees and hedges and condition 47 covers the need for any replacement planting for a five year period.
- 10.24 Following design review it was considered that additional tree planting was required. Whilst the central margin of the car park adjacent to the MLLR could be more continuously tree lined, and whilst the car park could take more trees to break up the mass of parked cars, Scarborough Developments have however responded positively to the Design Review comments in this regard and retailer visibility from the central

section of the MLLR is something which Thorpe Park are bound to deliver under agreements entered into with retailers. It is also relevant that the wider development delivers the significant green infrastructure of Central Park (and Green Park), and that meeting the needs of and attracting anchor retailers is key to the viability of the scheme and thereby in turn the deliverability of the MLLR. Taking all these factors into account and subject to the use of large canopy semi-mature trees so they have some presence, and the approval of acceptable precise details under condition, it is considered that the proposal strikes an appropriate balance between hard and soft landscaped areas and is acceptable on its merits in this case.

Representations

- 10.25 Following publicity one letter of objection was received. Objection made therein and as summarised at 6.1 above relates to any potential future rail halt to serve Thorpe Park, and how that might be accommodated/reflected in the layout currently proposed. In considering this objection clearly no rail halt currently exists beyond Crossgates in the vicinity of the development. The Council has however agreed at Executive Board on 21.09.16 to formally approve the progressing of a series of projects which includes the possibility of a new rail station at Thorpe Park. These schemes would be funded through the £1billion West Yorkshire Plus Transport Fund, established in 2014 to be delivered by the West Yorkshire Combined Authority, working with local authorities.
- 10.26 Naturally much depends on the decision of the rail regulator regarding the capacity of the line and it is considered that as the possibility of a new rail station is at a very early stage it is unrealistic to expect the layout proposed for the centrally located retail and leisure element of Thorpe Park to be expected to incorporate this potential provision in the submitted layout. All of that said importantly there are however clear pedestrian linkages from within the site, to the east, south and west, and to the north, where the proposed residential element and complementary uses sit alongside the existing railway and provide opportunity there. It is perhaps more appropriate for the residential and complementary uses to consider any potential future rail connectivity, and important to note that the layout proposed does not preclude good pedestrian connectivity with any potential rail station in the future.

Other matters

- 10.27 In terms of sustainable building design the proposal will support the principles in the outline sustainable design strategy, including a commitment to reduce CO₂ emissions from the scheme by a minimum of 20% over current building regulations. This is to be achieved by enhanced insulation, minimising solar heat gain on south elevations with louvres, reducing the air permeability of buildings, using air source heat pumps and the inclusion of heat recovery on ventilation systems. Variable and demand controlled ventilation together with LED lighting to be employed wherever practicable, and the inclusion of solar photovoltaics depending on tenant specification, will together ensure that the outline sustainable design strategy is delivered.
- 10.28 The development is an Urban Development Project with an area greater than the indicative threshold set out in Schedule 2 of the 2011 Environmental Impact Assessment Regulations and greater than the 5ha set out in the DELR Circular 02/99 and therefore an Environmental Statement (ES) was submitted to the Council under the original outline planning permission. The development is considered to fall within the parameters of the original ES and the consideration of the likely impacts.

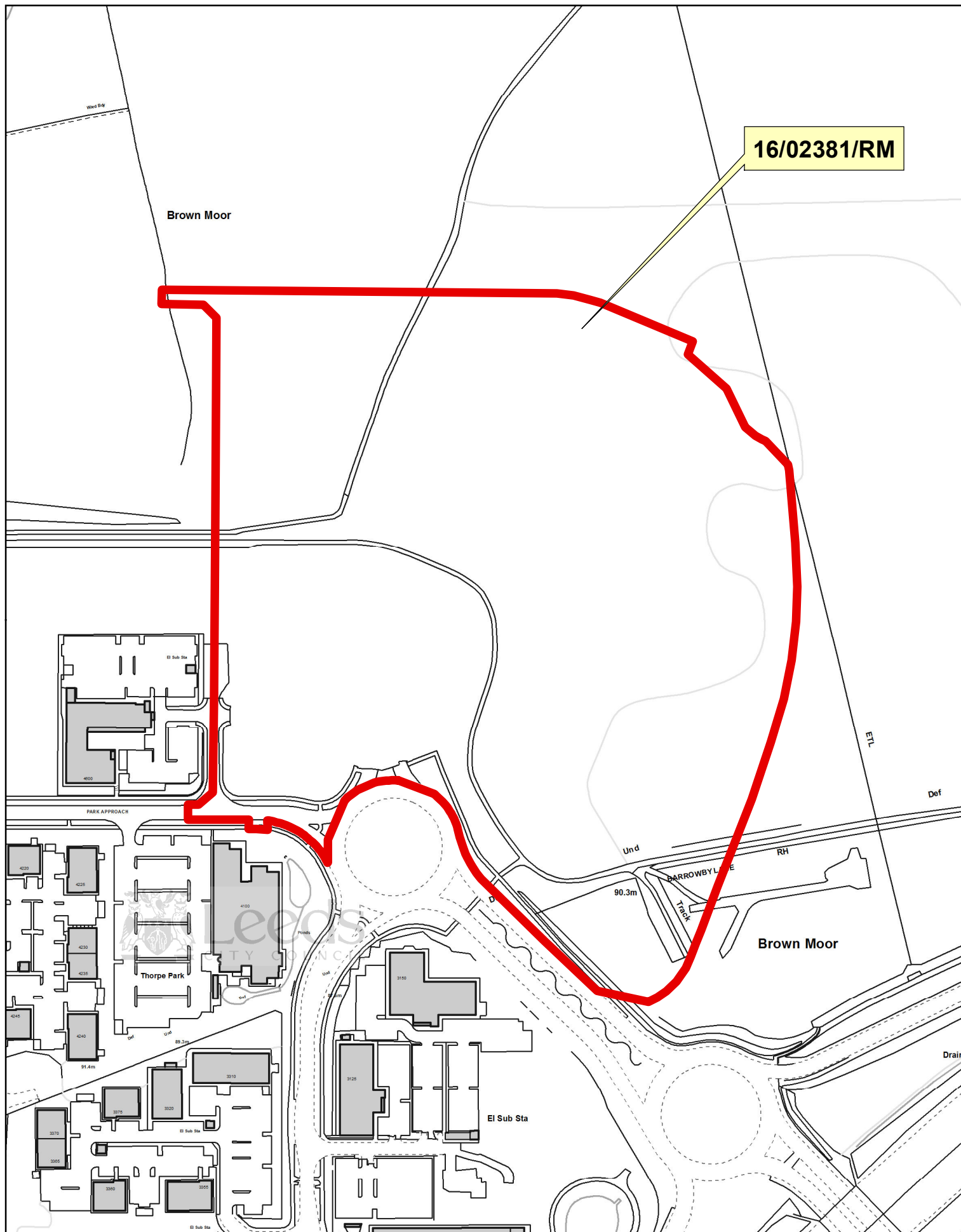
10.29 Following on from the scope of the ES the Great Crested Newt relocation from the site has been successfully carried out under licence, with a viable population relocated which will not be harmed under the proposal. The proposed landscaping allied with the delivery of central park and the green bridge over the MLLR will provide the necessary biodiversity enhancements required in local and national planning policy terms so that the proposal is policy compliant in both these regards.

11.0 CONCLUSION

11.1 The site is allocated for employment use in the Local Plan and a mixed-use development including retail and leisure uses at Thorpe Park is well established in principle under outline permissions. The development in turn enables the delivery of the MLLR, Green Park and Central Park that are important components to achieving the local aspirations of the Local Plan. This reserved matters application represents a further major milestone in securing the infrastructure, economic, job creation and training opportunity benefits the scheme will deliver, and it is of a sufficiently high quality of design. Subject to clarification on the level of parking provision and approval of adjustments to the roundabout, and the retention of the east/west pedestrian/cycle link to the south, the proposed access and parking arrangements are considered to be acceptable. Subject to the consideration of precise details under conditions of the outline permission the proposed layout, appearance, scale and landscaping details are also considered to be acceptable, and the application is therefore recommended for approval.

Background files:

Application case files 15/06583/OT, 15/02217/OT, 14/05481/OT, 14/05843/FU & 12/03886/OT and related condition discharge applications (as set out above).
Certificate of Ownership – Certificate A completed.



CITY PLANS PANEL

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SCALE : 1/2500



