



## Report of the Chief Planning Officer

### **PLANS PANEL NORTH AND EAST**

Date: 30<sup>th</sup> March 2017

### **SITE-SPECIFIC REPORT: East Leeds Brownfield Land Programme**

**Site B: Residential development of 109 dwellings and associated access works at Kendal Drive and Rathmell Road, Halton, Leeds (Application 16/07340/FU)**

#### **APPLICANT**

Keepmoat Homes Ltd

#### **DATE VALID**

30<sup>th</sup> November 2016

#### **TARGET DATE**

24<sup>th</sup> April 2017 (extension of time agreed with developer)

#### **Electoral Wards Affected:**

Temple Newsam

Yes

Ward Members consulted  
(referred to in report)

#### **Specific Implications For:**

Equality and Diversity

Community Cohesion

Narrowing the Gap

#### **RECOMMENDATION:**

**DEFER and DELEGATE approval to the Chief Planning officer subject to the conditions specified (and any others which he might consider appropriate) and the completion of a legal agreement within 3 months from the date of resolution unless otherwise agreed in writing by the Chief Planning Officer, to include the following obligations;**

- 1. Affordable housing – 5 units on-site;**
- 2. Commuted sum *in lieu* of on-site greenspace – £323,243;**
- 3. Travel Plan (including monitoring fee - £2545);**
- 4. Residential Travel Plan Fund – £53,535.35**
- 5. Installation of real-time display at nearby bus stop – £10,000;**
- 6. Local employment.**

1. Time limit – 5 years.
2. Development to be carried out in accordance with approved plans.
3. Section 106 agreement.
4. Wall and roofing materials.

5. Levels and retaining walls.
6. Landscaping (including surfacing and boundary treatments).
7. Method statement for protection of retained trees during construction
8. Landscape management plan to cover maintenance of all new landscaping for the first 5 years, and the management of on-site open space and areas of landscaping not within individual plots for the lifetime of the development.
9. Restrictions on vegetation clearance during bird nesting season.
10. Plan for bat and bird roosting/nesting features to be incorporated within the scheme.
11. Vehicle areas to be laid out prior to occupation.
12. Construction management plan/statement.
13. Cycle parking to be provided.
14. Electric vehicle charging points to be provided.
15. Development to be carried out in accordance with submitted sustainability statement.
16. Water efficiency – to comply with optional Building Regulations requirement of 110 litres per person per day.
17. Drainage details.
18. Submission of remediation statement.
19. Amended remediation statement if unexpected contamination is encountered.
20. Verification report following remediation.

### **B.1.0 INTRODUCTION**

- B.1.1 This application is one of eight submitted as part of the Leeds City Council Brownfield Land Programme for sites in Seacroft, Halton Moor and Osmondthorpe. This report set out details of the proposals, site details and planning history for Site B: Kendal Drive and Rathmell Road, Halton, and assesses the site-specific planning matters relating to this site and application. This report should be read in conjunction with the Introductory Report elsewhere on the agenda, which provides details of the overall programme and considers the planning matters which are relevant across the Programme as a whole.

### **B.2.0 PROPOSAL:**

- B.2.1 The application site is made up of five smaller parcels of land: three on the eastern side of Ullswater Crescent, around Rathmell Road and Westminster Crescent, and two smaller areas on Kendal Drive to the west. Across the site as a whole, 109 houses are proposed (31 x 2-bed and 78 x 3-bed). This includes 5 affordable houses (3 x 2-bed and 2 x 3-bed) in accordance with Core Strategy policy H5.
- B.2.2 The two parcels of land on Kendal Drive are smaller areas which form gaps within existing streetscenes of houses. On these two areas of land the new houses proposed would all face directly onto the existing street frontages, with off-street parking to the front or side.
- B.2.3 On the three parcels of land to the west of Ullswater Crescent, which are larger, the layouts have again been designed with new housing mainly facing the existing street frontages, however a number of new cul-de-sacs are also proposed on these areas, each serving a small group of properties.
- B.2.4 Because of the changes in levels across the larger central area of land between Rathmell Road and Westminster Crescent, it is proposed to create two separate 'plateaus' of development on this area, with a retaining wall running through the central part of the site between them. The houses in the northern part of this area of land, accessed from Rathmell Road, would be at a lower level, with those in the

southern part of the site, accessed from Westminster Crescent and Ingleton Drive, built on a higher level above.

- B.2.5 The proposed houses on the two smaller sites to the north and east of this larger central area would be designed to follow existing gradients, stepping gradually uphill across the sites and along the street frontages.
- B.2.6 With the exception of three units (all 2-bed properties), all of the proposed houses would have two off-street parking spaces. Most of these would be provided on drives to the side or rear, with a handful having parking to the front.
- B.2.7 The majority of the new houses are proposed to be built in red brick, particularly where they are located on existing road frontages, reflecting the materials of most of the existing surrounding housing. Buff brick is proposed on a small number of the houses which are proposed in the central areas of the sites, where these are in small cul-de-sacs set back from the existing road frontages. Most of the houses would be two storey in design, with two small groups of 2½ storey properties (with rooms in the roofspace served by small front dormers) on the two larger areas of land.
- B.2.8 Two small areas of open space are proposed within the site, one on the junction of Ullswater Crescent and Rathmell Road, and one at the junction of Westminster Crescent and Ingleton Drive, where the houses have been designed at an angle to the junction, creating a small triangle of greenspace on the junction itself, mirroring the housing layout on the opposite side of Ingleton Drive to the south.
- B.2.9 The remainder of the Greenspace requirement for the development is proposed to be provided in the form of a commuted sum *in lieu* of on-site provision, as outlined in the Programme Overview Report . A sum of £323,243 has been calculated based on the number of dwellings and taking account of the area of public open space that is proposed on site.
- B.2.10 Most of the existing trees within the parcels of land are located around their boundaries, and the majority of these are proposed to be retained, with only a few small groups proposed for removal. New planting is also proposed as part of the development.

### **B.3.0 SITE AND SURROUNDINGS:**

- B.3.1 As described above, the site is made up of 5 parcels of land: three to the east of Ullswater Crescent, and two on Kendal Drive to the west. The three to the east are larger, whilst those on Kendal Drive, form gaps in existing frontages of semi-detached housing, and were formed by the demolition of former housing around 15-18 years ago.
- B.3.2 The parcels of land on the eastern side of Ullswater Crescent all have quite steep gradients, generally sloping downwards from the south and east towards the north and west. Those on Kendal Drive slope generally downhill from south to north, more steeply on the northern parcel of land.
- B.3.3 The parcels of land are surrounded predominantly by two storey semi-detached mid-20<sup>th</sup> century housing, mainly red-brick, but with some render/pebbledash. There is little vegetation within the sites, but there are trees and hedges around the boundaries.

## **B.4.0 RELEVANT PLANNING HISTORY**

B.4.1 There is no relevant planning history for the sites.

## **B.5.0 PUBLIC/LOCAL RESPONSE**

### Ward Members

B.5.1 As discussed in the Programme Overview Report, regular monthly briefings with the Temple Newsam Ward Members have been held throughout the course of the Brownfield Land Programme, and have continued following the submission of the applications. The Ward Members have expressed their support for the Programme as a whole, and have also reviewed and commented on the site specific proposals and advised that they are supportive of these.

### Other public response

B.5.2 The application was advertised as a major development by site notices, posted 23<sup>rd</sup> December 2016, and by press notice in the Yorkshire Evening Post, published 16<sup>th</sup> December 2016.

B.5.3 Leeds Civic Trust have written in support of the Brownfield Land Programme as a whole, and provided comments on the approach taken and suggestions for optimising the development potential of brownfield sites in the city. Further details of their comments in this respect are provided in the Programme Overview Report.

B.5.4 One objection has been received from a neighbouring resident who lives close to the eastern part of the site. The following concerns are raised:

- The new housing would create a physical obstruction to the neighbour's view where open space currently exists would erode the health benefits of an open and uninterrupted outlook and have a detrimental effect on their health and wellbeing.
- Previous housing on the site was demolished following problems with crime and antisocial behaviour. Concern that redevelopment with new housing would re-establish these problems.

## **B.6.0 CONSULTATION RESPONSES**

### **Statutory**

#### Coal Authority

B.6.1 No objection.

### **Non-statutory**

#### Highways

B.6.2 In terms of access to public transport and local amenities the site is suitably sustainable for the scale and type of development proposed. Based on the applicant's transport assessment, it is considered that the local highway network and junctions have sufficient capacity and that traffic generated by the development would not have a material adverse impact on the operation or safety of the local highway network.

B.6.3 Comments were made on the layout proposals as originally submitted, and were discussed as part of the design workshop with the developer in January 2017, which was attended by the highways officer.

- B.6.4 Following the receipt of revised plans, highways officers have confirmed that the proposals are acceptable and that they have no objections, subject to conditions, including the provision of cycle parking and electric vehicle charging points.

Contaminated Land

- B.6.5 No objection, subject to conditions.

Flood Risk Management

- B.6.6 No objection, subject to conditions.

Yorkshire Water

- B.6.7 No objection, subject to condition.

West Yorkshire Police Architectural Liaison Officer

- B.6.8 Suggestions made regarding various aspects of the scheme, including boundary treatments, external lighting and doors and windows (with reference to Part Q of the Building Regulations in this respect). These comments have been provided to the developer and taken into account in the formulation of their revised proposals.

Public Rights of Way

- B.6.9 The connecting footpath from Ullswater Crescent to the new estate road should have formal status by adoption as highway or recorded as public rights of way by Creation Agreement. *An informative note to this effect is recommended as part of the decision.*

Travelwise

- B.6.10 Comments provided on submitted travel plan and revisions are currently being discussed and considered. A travel plan monitoring fee (£2545) and Residential Travel Plan Fund to be used towards measures to encourage the use of sustainable travel modes by new residents (£53,535.35) are required.

West Yorkshire Combined Authority

- B.6.11 Request for installation of a real time information display at bus stop 12057 close to the site (£10,000), plus the provision of Residential Travel Plan Fund (£53,535.35 as referred to in Travelwise comments).

**B.7.0 PLANNING POLICIES:**

- B.7.1 The site is unallocated in the Development Plan, but is identified as a proposed allocated housing site in the draft Site Allocations Plan (SAP). Part of the site is within a 'bat alert' area, where there is a higher than average likelihood of bat activity.
- B.7.2 In addition to the list of planning policies and guidance which are relevant to all schemes within the programme, set out in Section 6 of the Programme Overview Report, the following policies and guidance are relevant to this specific site and/or proposals:

G8 – Protection of important species and habitats  
G9 – Biodiversity improvements

**B.8.0 MAIN ISSUES**

- B.8.1 Those planning considerations which are relevant to or which have been considered across the Brownfield Land Programme as a whole are assessed and detailed in the

Introductory Report above. The main issues for consideration in relation to this specific site and development proposals are:

1. Design, landscaping and visual amenity
2. Residential amenity
3. Highways and access
4. Greenspace
5. Affordable housing
6. Nature conservation
7. Sustainability
8. Legal agreement
9. Other matters

## **B.9.0 APPRAISAL**

### Principle of development

- B.9.1 The site is unallocated in the development plan and is located within an existing residential area, close to public transport links and local amenities. In addition, whilst the weight that can be attached to it remains limited at present, the site is also identified as a proposed allocated housing site in the draft SAP. Residential development is therefore considered acceptable in principle of the site, subject to other material planning considerations.

### Design, landscaping and visual amenity

- B.9.2 The proposed development would provide strong active frontages, with new properties facing onto the existing streets which surround the sites, and the creation of central courtyards in parts of the site, which are well overlooked by the new housing proposed in these areas. Rear gardens are largely enclosed in the central areas of these 'perimeter blocks', providing privacy and security to these areas, and comments from the police liaison officer have been referred to the developer and taken into account in the design of the scheme.
- B.9.3 The buildings are well-spaced, reflecting the principles in *Neighbourhoods for Living*, and it is considered that the layout achieves an appropriate balance in minimising the visual impact of vehicular parking areas within streetscenes, with the majority of parking being provided on drives to the side and rear of the houses. The proposed cul-de-sacs have also been designed to incorporate areas of landscaping and locate parking areas to the sides of properties as far as possible, which would ensure that these areas are not dominated by parking and hard surfacing.
- B.9.4 The differences in levels across parts of the site have led to the need for retaining walls in some areas. The most notable of these would run across the central part of the largest of the areas of land within the site, and would be around 2.7m high according to the submitted plans. Public views of this wall would largely be screened by the proposed houses along the Rathmell Road frontage. Where gaps in this frontage are proposed to create small cul-de-sacs within the site, these are designed to incorporate landscaping, which would help soften the views, or with houses at the end of the cul-de-sac, creating a focal point at the end of these views. The retaining wall is also proposed as a timber crib wall, which would allow some potential for planting within it to break up and soften its appearance.
- B.9.5 The development would retain most of the trees and hedges around the site boundaries, and would also incorporate small areas of open space on key junctions, reflecting a positive characteristic of the existing surrounding housing layout within this part of the estate. These areas are also designed with new

housing fronting onto them, providing surveillance and activity, and an attractive outlook from the dwellings.

- B.9.6 Most of the houses are proposed to be 2 storey in design, with the exception of two small groups of 2½ storey properties. Where higher units are proposed, these would be sited either in the central part of a streetscene of new properties (on the northern side of Rathmell Road), or on a key junction within the site, facing onto the small triangle of new greenspace on the junction of Westminster Crescent and Ingleton Drive. In locating these higher units more centrally within the site, with the housing stepping down to two storeys where the site adjoins existing housing, it is considered that the proposed layout would provide vertical emphasis and variety at key points within streetscenes whilst respecting the existing character and pattern of existing housing.
- B.9.7 The houses which are proposed on existing road frontages would be built of red brick, reflecting existing housing within these streetscenes. Buff brick is then proposed in the central areas of the site and in new cul-de-sacs, where these are set back from the existing street frontages. The house designs would incorporate detailing such as decorative brick courses and head/sill details to add interest and articulation to the elevations, and these, together with the proposed materials, are proposed to be appropriate to the character of the surrounding area.
- B.9.8 In the light of the above, it is considered that the proposals would provide a new development which reflects and incorporates the positive characteristics of surrounding development and which would enhance the appearance of the area. Conditions relating to materials and landscaping are recommended.
- B.9.9 A neighbour has raised concerns that housing on the sites was demolished in the past due to antisocial behaviour problems, and that the redevelopment of the sites for housing could lead to similar issues arising again in the future. As detailed above, the new housing has been designed to provide active frontages and natural surveillance to streets and areas of open space, and to avoid the use of alleyways or 'ginnels' between areas of development. Private garden areas are proposed to be sited in the centre of blocks of development, optimising the security of these areas. The proposals have been considered by the police architectural liaison officer and their suggestions have been incorporated into the scheme design. It is also noted that other measures have been introduced in the area since the previous housing was demolished, including CCTV and traffic calming features. The proposals are considered acceptable in this respect.

#### Residential amenity

- B.9.10 The garden areas to all properties would exceed the 2/3 floor area recommended in *Neighbourhoods for Living* and it is considered that appropriate levels of separation are proposed between properties within the development.
- B.9.11 Because of the steep changes in levels in parts of the site, there are levels differences between properties in some areas. This is most notable in the central part of the largest parcel of land south of Rathmell Road, where some properties at in the northern part of the site would have retaining walls alongside their side/rear gardens, ranging in height from around 1.5m to around 2.8m according to the submitted plans. Whilst these walls may be relatively high in places, the levels within the site present a considerable constraint and make the need for retaining structures unavoidable in some areas.

- B.9.12 The layout of the scheme is considered to respond positively to this challenge by designing these areas so that the houses are oriented with their side elevations facing the retaining wall rather than having main windows looking directly onto these structures, providing houses on the lower side with larger garden areas, and also providing increased separation distances between properties where there are more significant levels changes as far as possible.
- B.9.13 In other parts of the site, some properties would have gardens which are terraced or split level, with levels differences in these areas generally dealt with by grading the land rather than with 'hard' features such as retaining walls. In instances where this occurs, the garden areas are considered to be of sufficient size, reflecting the principles in *NfL*, and would be designed to ensure that all would still incorporate areas of level amenity space, ensuring that there is the opportunity for all users, including those with mobility difficulties, to make use of gardens.
- B.9.14 In the light of this, it is considered that the proposed layout would strike a balance between making efficient use of the site and optimising the levels of amenity for future residents as far as possible, and the proposals are considered acceptable in this respect.
- B.9.15 Following feedback from Plans Panel at pre-application stage in October regarding the Nationally Described Space Standards, revisions have been made to a number of the proposed house types. Reflecting the feedback received from Members, all of the affordable housing units would now meet or exceed the relevant Nationally Described Space Standard for their size, and all others would be within 15m<sup>2</sup> of the relevant NDSS requirement. All of the affordable houses would also be built to Lifetime Homes standards.
- B.9.16 Although Leeds is seeking to adopt the national standards as part of the development plan and whilst this is a material consideration, this process is still at a relatively early stage and the weight that can be attached to the standards is limited at present. All of the houses would all have good levels of separation, outlook and external amenity space. In the light of the above, and the relatively limited weight that can be given to the NDSS at this stage, it is considered on balance that the proposals are acceptable in this respect.
- B.9.17 A neighbouring resident on Westminster Crescent to the south east of the large central area of land has raised concerns that the development would create an obstruction to the view across open space that is currently enjoyed from their property, and that the loss of this open and uninterrupted outlook would have a detrimental effect on their health and wellbeing.
- B.9.18 Although the land within the site is currently undeveloped, it is not designated or protected as open space, and some of it has been occupied by housing previously, albeit some time ago in some cases. The new housing proposed would inevitably have an impact on the views and outlooks from neighbouring properties, and although the impact of a development on private views is not a matter to which weight can be attached, it is necessary to assess the implications of the proposals for the amenities of neighbouring residents, taking into account matters of privacy, and the potential implications in terms of overshadowing or overdominance, and the significance of any such impacts, with reference to the principles in *NfL*, which seeks to provide guidance on development proposals with the aim of preventing significant detrimental impacts on the amenities of existing or future residents.



- B.9.19 At their closest point, the houses proposed on the south eastern site frontage, would be 18m from the nearest existing neighbouring property on Westminster Crescent. The proposed houses would have bedrooms and kitchens to their front elevations, with their main habitable windows located to the rear. As such, the proposed separation distance of 18m is in excess of the 15 separation distance recommended in *NfL*, which aims to minimise overlooking and maintain the privacy of existing and future residents. It is also noted that the existing houses are situated at a slightly higher level than the application site at this point, meaning that the proposed houses would be built slightly lower, with eaves and ridges below those of these existing properties, and that the proposed houses are to the north west of the existing properties at this point, and would not therefore cause overshadowing. The proposed houses would be well-spaced with drives to the sides providing gaps between the buildings, breaking up the massing of development along this frontage and maintaining visual breaks, thus reducing the impact of this massing on the outlook from neighbouring properties. In the light of this, the development is considered to reflect the principles in *NfL*, and it is not considered that the implications for neighbours' amenity in terms of overlooking, overshadowing or overdominance would be significant enough to justify refusal of the application on these grounds.
- B.9.20 In terms of the relationship between the new housing and other existing houses and their gardens adjacent to the site, it is considered that an appropriate level of separation would be provided, in accordance with the principles and guidance in *Neighbourhoods for Living*. It is noted that in a few instances, the levels of separation may be slightly lower than recommended, most notably to the rear of number 11 Westminster Crescent, which has a small rear garden and where the nearest new house proposed would be located at a higher level than the neighbouring property, around 11m away according to the submitted plans. However, in this instance, the proposed new house to the east of number 11 would not sit immediately to the rear of the existing property or directly in line with its rear windows, and its side windows would not directly overlook this neighbouring garden, but would instead face along the drive of the new property proposed to the south of number 11. The area immediately to the south of this neighbouring garden would serve as the parking area for the new house to the east, meaning that this area, would remain open, minimising any impact in terms of overlooking and overshadowing from the building itself. By taking account of such relationships in its design and layout, it is considered that the proposed development would be well-designed and achieve an appropriate balance in this respect.
- B.9.21 In the light of the above, it is considered that the proposals would provide an appropriate level of outlook and amenity for future residents without compromising the amenities of existing neighbouring residents. The proposals are therefore considered acceptable in this respect.

#### Highways and access

- B.9.22 The highways officer has advised that the proposals would not have an adverse impact on the local highway network, and that the proposed layout is acceptable, following the submission of revised plans to address earlier feedback on the initial proposals. The proposals are considered acceptable in this respect, subject to conditions, including the provision of cycle parking and electric vehicle charging points, and the carrying out of the agreed off-site highway works.
- B.9.23 A travel plan has been submitted as part of the application and is being revised following comments from the Travelwise team. As part of this, the creation of a Residential Travel Plan Fund of £53,535.35 is proposed, in accordance with

guidance in the Travel Plans SPD which refers to measures such as travelcards as a means of encouraging sustainable travel. This fund is based on the cost of providing Metrocards for future residents, however the developer may still choose to spend the fund on the provision of these if they wish, subject to agreement with the Travelwise team. An obligation to this effect is to be included in the legal agreement for the development, together with the Travel Plan, once agreed, and the monitoring fee of £2545.

- B.9.24 Strategic public transport projects are on the Regulation 123 list of measures which can be funded by the Community Infrastructure Levy (CIL). However, the Public Transport Improvements and Developer Contributions SPD also refers to the need for the provision of 'basic public transport site access' measures as part of new developments, making the distinction between the provision of these measures as part of site-specific proposals and the provision of contributions to strategic infrastructure which are covered by CIL. This may include measures to improve pedestrian connections from a site to public transport access points, or improvements to the point of access to the network, including bus shelters. West Yorkshire Combined Authority (WYCA) have been consulted on the application and have identified the provision of a real-time information display at an existing bus stop on Rathmell Road to the west of the site the site as an improvement in this respect which would relate to the proposed development. The cost of this provision would be £10,000, and this has been agreed by the developer and is intended to be included in the legal agreement. WYCA have also referred to the provision of the Residential Travel Plan Fund of £53,535.35, which is also be included in the legal agreement as discussed above.

#### Greenspace

- B.9.25 In accordance with the principles detailed in the Programme Overview Report, and as agreed in principle with the Ward Members, the greenspace proposals for the site comprise a combination of on-site open space together with the provision of a commuted sum contribution towards improvements to existing greenspaces in the area.
- B.9.26 Taking into account the number of units proposed and the amount of on-site provision proposed, a contribution of £323,243 has been calculated as a commuted sum *in lieu* of on-site provision in order to comply with Policy G4. Discussions are currently ongoing with Parks and Countryside officers and Ward Members, in consultation with the local community, to identify schemes for this sum to be used towards. Once agreed, the sum and the proposals for its use will be secured through the legal agreement for the application.

#### Affordable housing

- B.9.27 The site is in affordable housing zone 3 (5%). Based on the number of units proposed (109), this generates a requirement for 5 affordable units, all of which are proposed to be provided on-site in accordance with core strategy policy H5. This is to be secured through the legal agreement for the application.

#### Nature conservation

- B.9.28 Part of the site is within a 'bat alert' area, where there is considered to be a higher than average likelihood of bat activity. An ecological survey has been submitted as part of the application. This concludes that none of the trees on site present potential roost features, and that 'landtake of site habitats is not considered to be of importance to foraging bats beyond the site level'. It is therefore not considered that the proposed development would have significant implications for protected species. However, the report makes a number of recommendations for

enhancements as part of the development, including the incorporation of bat and/or bird boxes, and a condition requiring a scheme of biodiversity enhancements as part of the development, in line with these recommendations and in accordance with policy G9, is recommended.

#### Sustainability

- B.9.29 A sustainability statement has been submitted as part of the application confirming that the proposed development would exceed the Optional Building Regulations water efficiency standard of 110 litres per person per day (l/p/d) (as opposed to the standard Building Regulations requirement of 125l/p/d), and would include roof-mounted PV panels to achieve on-site low carbon energy targets and achieve at least a 20% reduction in CO<sub>2</sub> beyond Building Regulations, in accordance with Core Strategy policies EN1 and EN2 and NRWDPD policy WATER1. Conditions covering these matters are recommended.

#### Legal Agreement

- B.9.30 It is intended that the application will be supported by a legal agreement to cover the following required planning obligations, which are required to make the development acceptable:

- Affordable housing – 5 units on-site;
- Commuted sum *in lieu* of on-site greenspace – £323,243;
- Travel Plan (including monitoring fee - £2545);
- Residential Travel Plan Fund – £53,535.35
- Installation of real-time display at nearby bus stop – £10,000;
- Local employment.

- B.9.31 The obligations above have been identified and, in the case of contributions, calculated in accordance with development plan policies and supporting guidance, and as such are considered to meet the statutory tests for planning obligations in that they are:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development;
- Fairly and reasonably related in scale and kind to the development.

#### Other matters

- B.9.32 In the development schedule for the East Leeds Brownfield Land Programme, this site is currently programmed to start on site in late 2020. It is therefore recommended that the standard condition relating to commencement on site be varied to require commencement within 5 years rather than the usual 3 years, to accommodate this and also to build in some flexibility in the event of unforeseen circumstances.

#### **CIL**

- B.9.33 The site is within CIL zone 3. Based on the floorspace currently proposed (discounting the affordable units, which are eligible for CIL relief, subject to the submission of the appropriate paperwork), the development is likely to generate a CIL requirement of around £40,700. Infrastructure requirements associated with this application are greenspace and education. This is presented for information only and should not influence consideration of the application. Consideration of where any Strategic Fund CIL money is spent rests with Executive Board and will be decided with reference to the 123 list.

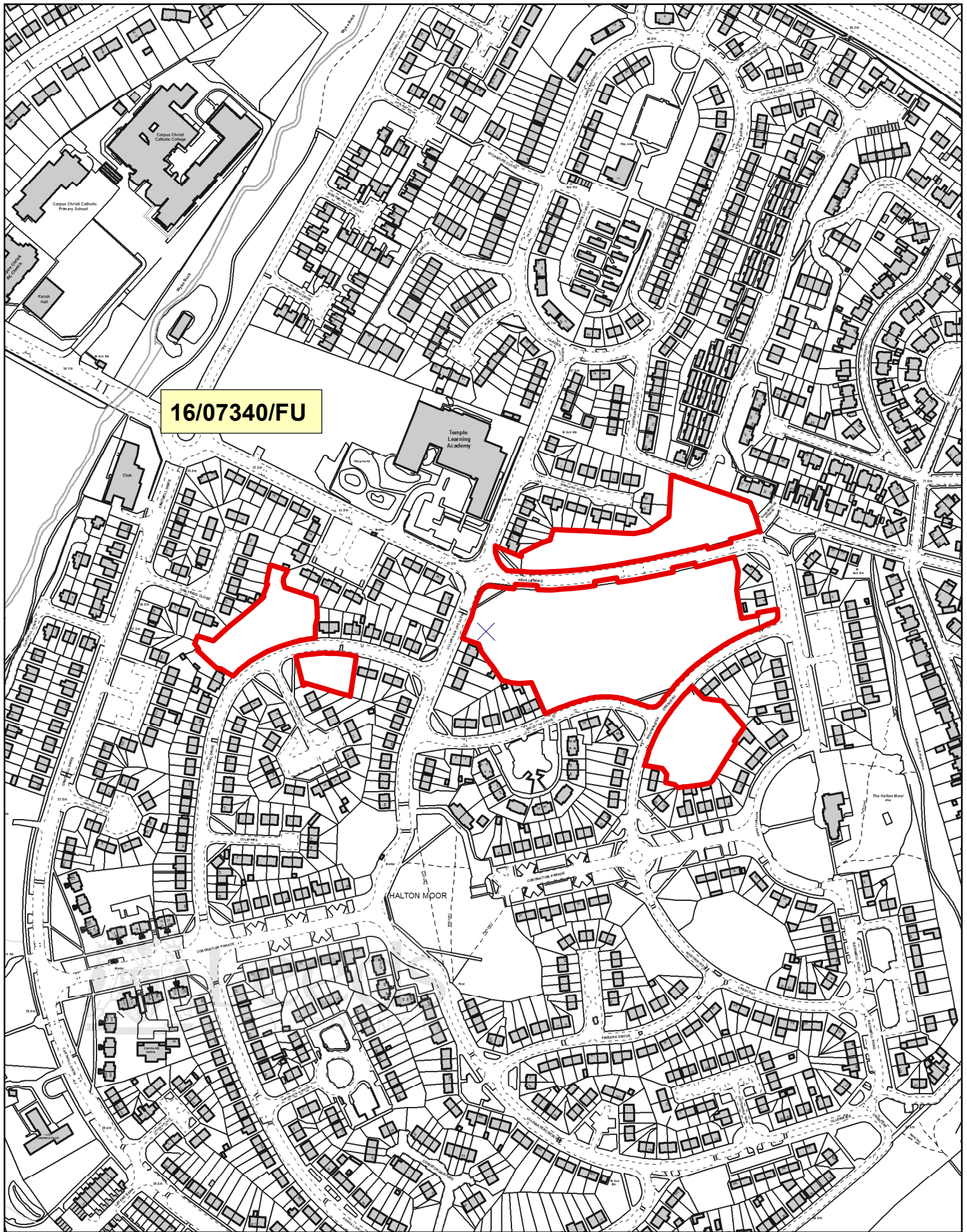
## **B.10.0 CONCLUSION**

- B.10.1 It is considered that the proposed development would provide considerable regeneration benefits locally, and, together with other developments in the programme, to the wider area. The design proposals are considered appropriate to the site and its surroundings, and it is considered that the development would provide a high level of amenity for future residents without compromising the amenities of existing neighbouring residents or highway safety. The proposals are considered to comply with relevant policies in the Development Plan and other relevant planning guidance, as listed above and in the Programme Overview report, and with the National Planning Policy Framework. It is therefore recommended that the application is approved, subject to the conditions suggested above and completion of a legal agreement covering the planning obligations detailed at the start of this report.

### **Background Papers:**

Application and history files.

Certificate of Ownership: Signed on behalf of applicant and notice served on Leeds City Council.



16/07340/FU

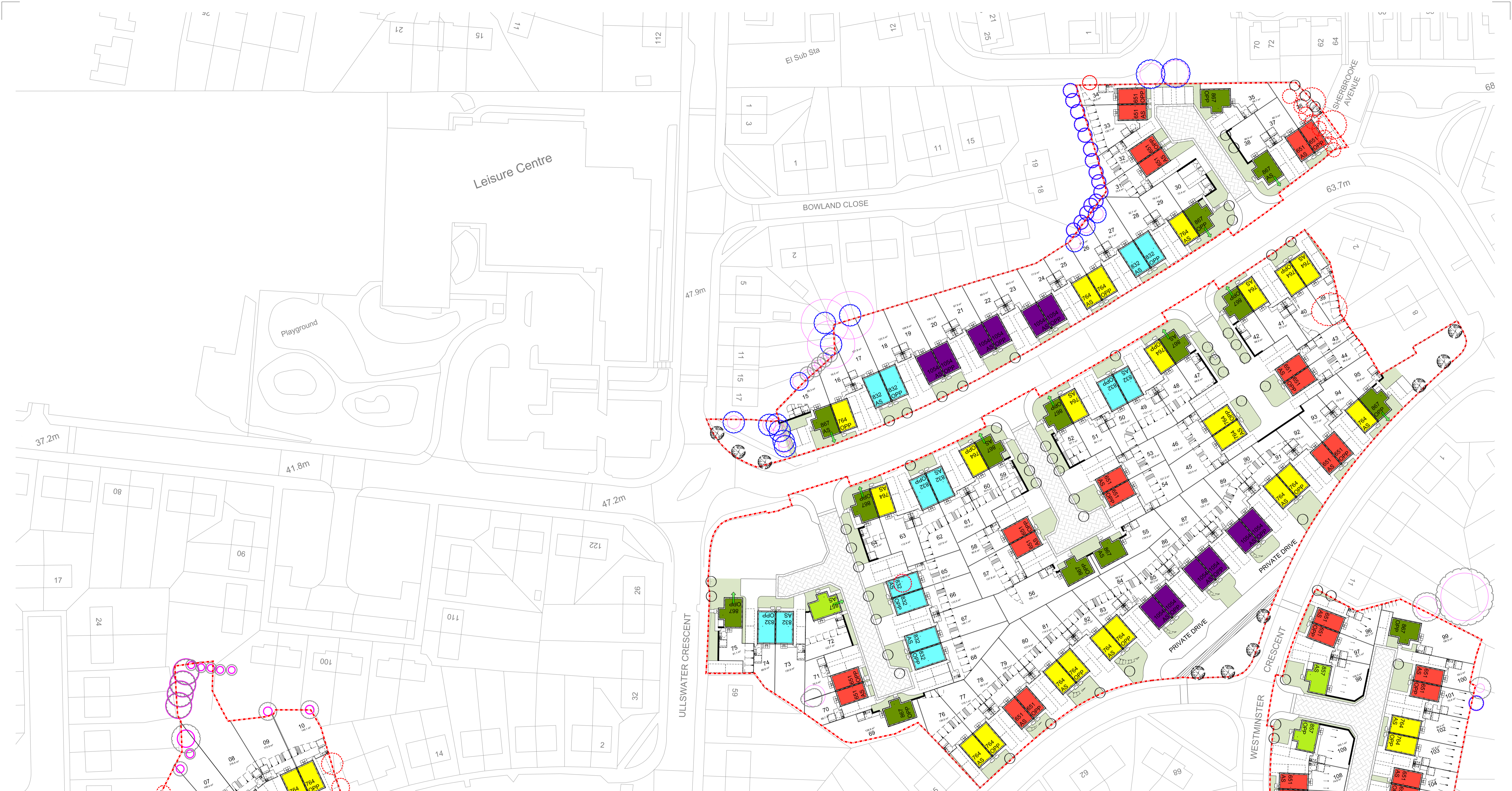
# NORTH AND EAST PLANS PANEL

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

SCALE : 1/3500





**B: KENDAL DRIVE ACCOMMODATION SCHEDULE**

Private Units House Type	GIA	FF	Sub-total GIA	No.	No.		
651	2 bed 3 person	651	60.5	1,302	121.0	2	22%
764	3 bed 4 person	764	71.0	4,584	426.0	6	67%
832	3 bed 4 person	832	77.3	832	77.3	1	11%
<b>Private Units Totals</b>			<b>6,718</b>	<b>624.3</b>	<b>9</b>	<b>100%</b>	
<b>Total ft<sup>2</sup> / m<sup>2</sup> for site</b>			<b>6,718</b>	<b>624.3</b>	<b>9</b>	<b>100%</b>	

GIA is same as house type name as per Keepmoat requirement; actual measured area can differ across house type range

Private Units House Type	GIA	FF	Sub-total GIA	No.	No.		
740	2 bed 3 person	740	70.0	2,256	210.0	3	60%
953	3 bed 4 person	953	88.6	1,906	177.1	2	40%
<b>Affordable Units Totals</b>			<b>4,162</b>	<b>387.1</b>	<b>5</b>	<b>100%</b>	
<b>Total ft<sup>2</sup> / m<sup>2</sup> for site</b>			<b>10,880</b>	<b>1,011.5</b>	<b>14</b>	<b>100%</b>	

	Acres	Hectares
Site area	0.96	0.39
POS	0.00	0.00
Non developable areas (excl. POS)	0.00	0.00
Developable area	0.96	0.39
Density	15	36

**B: RATHMELL ROAD ACCOMMODATION SCHEDULE**

Private Sale Units House Type	GIA	FF	Sub-total GIA	No.	%		
651	2 bed 3 person	651	60.5	16,926	1,573.0	26	27%
764	3 bed 4 person	764	71.0	18,336	1,704.1	24	25%
832	3 bed 4 person	832	77.3	11,648	1,082.5	14	15%
857	3 bed 5 person	857	79.6	2,571	238.9	3	3%
867	3 bed 5 person	867	79.6	13,712	1,274.3	16	17%
1054	3 bed 5 person	1054	98.0	12,648	1,175.5	12	13%
<b>Private Sale Totals</b>			<b>75,841</b>	<b>7,048.4</b>	<b>95</b>	<b>100%</b>	
<b>Total ft<sup>2</sup> / m<sup>2</sup> for site</b>			<b>75,841</b>	<b>7,048.4</b>	<b>95</b>	<b>100%</b>	

GIA is same as house type name as per Keepmoat requirement; actual measured area can differ across house type range

	Acres	Hectares
site area	5.90	2.39
POS	0.45	0.18
Non developable areas (excl. POS)	0.56	0.23
Developable area	4.89	1.98
Density	19	48
Density	17	43

Calculated using developable area only  
Calculated using site area excluding POS

- KEY**
- Passive surveillance via gable windows
  - Shared surface street/homezone
  - Adopted PROW
  - Existing tree - category A
  - Existing tree - category B
  - Existing tree - category C
  - Existing tree - category U
  - Tree to be removed
  - Private front garden space

**NOTES**  
Please refer to PDP Landscape Architects' drawings for details of proposed trees and planting.  
This layout is based on HH Surveys Ltd Topographical Survey, drawing reference KMH303SP

LCC Brownfield Sites Ph.1 & 2  
Planning Layout - B:Rathmell Road/  
Kendal Drive for **Keepmoat**