



**Report of the Chief Planning Officer**

**NORTH AND EAST PLANS PANEL**

**Date: 13<sup>th</sup> April 2017**

**Subject: POSITION STATEMENT – 16/07466/FU – Erection of Fire Station, Training Tower, Training Yard and associated parking and Landscaping. Land at Black Moor Road, Moortown Leeds**

**APPLICANT**

West Yorkshire Fire And  
Rescue Authority

**DATE VALID**

08.12.2016

**TARGET DATE**

02.02.2017

**Electoral Wards Affected:**  
**Alwoodley**

Yes

Ward Members consulted  
(referred to in report)

**Specific Implications For:**

Equality and Diversity

Community Cohesion

Narrowing the Gap

**RECOMMENDATION:**

**Members are requested to note this report on the proposal and give views in relation to the questions posed in the conclusion to aid the progression of the application.**

**1.0 INTRODUCTION**

1.1 The application was submitted following the consideration of a pre-application submission where advice was issued by officers to the draft proposal.

**2.0 PROPOSAL**

2.1 Following pre application advice the proposal seeks planning permission for the development of land at The Ring Road Moortown, Black Moor Road and Alderton Bank for the purposes of a new fire station.

2.2 Access would be taken off Alderton Bank with a visitor's access point close to the junction of Alderton Bank and Black Moor Road and a fire appliance/staff access point further along Alderton Bank. The fire station building will be located on the site so that it is positioned in a roughly east-west orientation facing Black Moor Road with the service yard part of the site to its rear. Egress for fire appliances is

to Black Moor Road thus forming a 'one-way' flow of fire service vehicles through the site.

- 2.3 A training tower is proposed close to the western boundary centrally located along its length. It is presently shown to be a metal construction and stands to a height of 13.89 Metres above ground level. Staff car parking is located along the northern boundary on Alderton Bank within the secure compound and is separated from Alderton Bank itself by a belt of Landscaping 3.0 metres deep. A bin store is proposed near to the staff/fire appliance access point with an outward facing door so that it can be serviced by refuse vehicles without them having to enter the site.
- 2.4 A fuel tank is proposed near to the training tower on the opposite side of that tower to Alderton Bank and mid-way between it and the southern boundary of the site. The remaining space between the training tower and the fire station building itself is a concrete training yard.
- 2.5 The main building itself is proposed as a two storey structure, but with the first floor within the roofspace in order to reduce the overall bulk and massing of the building. The building is essentially in two parts, the main part which provides accommodation for the day to day functioning of the fire station and then the area where the fire appliances are garaged and maintained. . The first floor element lies over the main part of the building.
- 2.5 At ground floor level the main part of the building houses rooms such as offices, gymnasium, stores and WC's. The first floor contains bedrooms, wash rooms kitchen/dining and rest areas. Stairs and a pole drop connect the two floors.
- 2.6 The fire appliance part of the building is simply two appliance bays which are covered over with the same roof as the main part of the building thus giving some architectural coherence and relief to the whole building. The appliance wash area to the rear entrance doors for the appliance bays will be covered over by a free standing roof canopy that is flat and supported by angled upright bars.
- 2.7 The whole of the site is proposed to be enclosed by a 2.4 metre high security boundary treatment which on the Ring Road frontage is a solid wooden fence to help screen the service yard and 'rear elevation' of the building, plus the activities that will take place in that service yard. The remaining fencing is proposed as wire mesh fencing.
- 2.8 The main building is proposed to be constructed out of red-multi clay facing bricks, light cream cladding, coloured aluminium doors and window frames roofed over with dark grey re-constituted slates. All rainwater goods are indicated to be dark red colour aluminium as is the wash canopy except this is to be steel rather than aluminium. The proposed training tower is a metal construction and is functional in its appearance and is proposed in a light cream colour clad in colour coated trapezoidal steel sheet cladding.

### **3.0 SITE AND SURROUNDINGS:**

- 3.1 The site is allocated on the Local Plan as Urban Green Corridor and Other Protected Open Land. The site lies to the south west of the Moor Allerton Centre and to the immediate south of residential properties on Alderton Bank. Black Moor Road runs roughly north south and lies to the east of the site The ring Road runs in a roughly east-west direction to the south of the site and the Open Space that

the site currently forms a part of an extensive parcel of open space which continues to the west of the site until it merges with land through which Meanwood Beck flows.

3.2 There are a number of mature trees on the site. The site slopes towards the east and to a lesser degree to the south in the direction of Meanwood Beck.

3.3 There is a gap of approximately 8.0 metres between the southern boundary and the Ring Road itself due to the existence of mains services which prevents the building of any structures along this part of the verge and the planting of any significant landscaping in order that access to these services can be maintained

#### **4.0 RELEVANT PLANNING HISTORY:**

4.1 PREAPP/13/00464 – Proposed new Fire Station – Advice issued that the need for the proposed fire station would need to outweigh the loss of the Protected open Space and Urban Green Corridor was issued.

PREAPP/16/00127 - Proposed new Fire Station – Advice issued that the need for the proposed fire station would need to outweigh the loss of the Protected open Space and Urban Green Corridor was issued and that the applicant would need to show that there are no alternative more suitable sites available and that would make the same provision as the subject site. The loss of mature trees on the site was also highlighted as a concern

#### **5.0 HISTORY OF NEGOTIATIONS:**

5.1 Prior to the submission of the proposal a meeting was held to discuss the officer response that had been issued in the pre-application advice ref 16/00127. The developers had managed to bring more worked up drawings to that meeting and whilst the comments of the advice issued in response to that pre-app were noted they were confident that the policy concerns could be overcome. The building design was similar to that which is the subject of the current application however the demise of the site was somewhat larger and provided for a slightly more convoluted access into the site from Alderton Bank. It was also revealed at this meeting that due to Fire Service requirements, the site would have to be raised to the east and south in order to ensure that any water run-off ran away from the building and off the site. This would require the raising of the site above the current land levels to a height of circa 3.0 Metres. Officers at this stage reserved their position but mentioned that this would have an impact on the visual amenity of the street scene along this very busy stretch of the Ring Road. Concern was also expressed regarding the visual impact of the functional looking training tower.

5.2 Since the submission of the application for planning permission, the scheme has been amended to reduce the demise of the site and the site area has been reduced from 4,947m<sup>2</sup> to 3,984m<sup>2</sup> a reduction in land take of 963m<sup>2</sup>. The site now does not go beyond Alderton Rise. The provision of a more simple access arrangement off Alderton Bank for the fire appliances and staff has been made and the levels to the south east of the site have been adjusted to reduce the 3.0 Metre land increase to an increase in land levels of 1.7 metres lower than the originally submitted scheme.

5.3 A gabion wall has been removed from the scheme and a 2.4 metre high wooden fence is now proposed along the Ring Road and western boundaries. In addition the steel clad training tower has been 'revised' so that it is now proposed in a dark

green steelwork and light green cladding in order that it will 'integrate with the surroundings'.

## **6.0 PUBLIC/LOCAL RESPONSE:**

6.1 The application has been advertised by site notice and letters sent to 10 identifiable properties in the immediate vicinity. A further period of notification has been undertaken since the submission of the revised drawings. As a result of this public consultation exercise 19 letters of objection have been received. Objections submitted are as follows:

- Noise including during unsociable hours
- Traffic
- Drainage
- Parking
- Cutting of fire cover
- Visual Impact
- More suitable locations
- Building on green belt land
- Light pollution
- Highway safety
- Out of character with area
- Loss of trees
- Impact on wild life
- Increased risk of social isolation
- Loss of greenspace and trees will impact on areas natural ability to drain surplus water
- Loss of dog walking area/children play area/area to relax in
- Impact on traffic light controlled junction
- Loss of privacy
- Financial cuts to fire service
- Set precedent for further development
- Council promised no further development beyond Black moor Road

6.2 A petition containing 50 signatures was submitted to the Agents and copied to the LPA.

## **7.0 CONSULTATIONS RESPONSES:**

7.1 Landscape – On the basis that the revised landscaping scheme offers the re-planting of 31 new trees there is no objection raised to the scheme as the loss of the mature trees is mitigated by the replacement planting.

7.2 Highways – Ducting to the station required that will allow the installation of equipment that will call a Black Moor Road only stage in the Traffic light cycle that will clear out any queue on Black Moor Road and allow the fire appliances to go in any direction. Conditions relating to this and access gradients, vehicle spaces to be laid out, provision for the contractors during construction and cycle/motorcycle facilities recommended to be imposed.

7.3 Nature Team – No significant nature conservation issues provided a condition is imposed that restricts the removal of trees and shrubs to times outside of 1<sup>st</sup>

March and 31<sup>st</sup> August unless a competent ecologist has undertaken a detailed check of the vegetation for active bird nests within 24 hours prior to the work starting and to provide written confirmation that no birds will be harmed or that appropriate mitigation measures are in place to protect any nesting birds on site.

- 7.4 Yorkshire Water – Requests that the submitted drawings show the site surveyed position of public sewers and water mains which cross through the red lined site boundary and the required stand-off distances from the public sewers and water mains or an agreed alternative diversion.
- 7.5 Contaminated Land Team – No objections subject to the imposition of standard conditions and directives.
- 7.6 Local Plans Team – Confirms that the site in question is protected by existing policy in the Saved UDPR and the Core Strategy and that the proposed future designation of this site under the SAP will not alter this protection. The policy stance is that on such tracts of land ‘building will only be allowed if it can be shown that it is necessary for the operation of farming or recreational uses and if it would not adversely affect the open character of the area’. The location of the proposal is at the end of the corridor which it forms a part of and as such this will minimise the loss of this part of the green corridor on the functionality of the green corridor and the fact that this area of green corridor is abutted by the Moor Allerton Centre, will help to mitigate the impact of any bulk and massing of the development on the green corridor. The need for strategically important infrastructure is acknowledged within the urban area and the proposal might have wider benefits that outweigh the harm caused by the development and the loss of this part of the open space. Any mitigation measures should include good design.

## **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).

### Local Planning Policy

- 8.2 The most relevant Core Strategy policies are outlined below:

Spatial Policy 1	Location of Development
Policy P9	Community Uses
Policy P10	Design
Policy T2	Accessibility Requirements and New Development
Policy G1	Enhancing and Extending Green Infrastructure
Policy G6	Protection and re-development of existing Green Space
Policy N8	Urban Green Corridor
Policy N11	Other protected Open Land

### UDPR:

- 8.3 N8 Urban Green Corridors

National Planning Policy Framework

- 8.4 This document sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system of this document the sections on the following matters are considered directly relevant to this development proposal:

Section 7 – Requiring Good Design  
Section 8 – Promoting healthy communities

**9.0 MAIN ISSUES**

- 9.1 The main issues in respect of this proposal are as follows,

1. The principle of the development
2. Loss of trees
3. Noise
4. Highways
5. Design
6. Issues raised in objections

**10.0 APPRAISAL**The principle of the development

- 10.1 The site is located on protected open space as defined in the saved policies of the UDPR and as will be similarly protected under the proposed allocation in the Submission Site Allocations Plan (SAP), under the Core Strategy and Local Development Framework. In particular these are Policies N8 and N11 of the UDPR (The allocation under SAP is to be given little weight at this stage in its proceedings). These Policies seek to protect Urban Green Corridor and other protected Open Land from development by seeking that “Within these corridors, development proposals should ensure that any existing corridor function of the land is retained, enhanced or replaced” (N8) and Development will only be allowed on the identified Open Land under Policy N11 where it can be shown that it is necessary for the operation of farming or recreational uses and if it would not adversely affect the open character of the area.” Likewise the Policies relating to Green Space and green Infrastructure in the Core Strategy seek to protect these allocations unless there is an over-provision in the immediate area or compensatory provision is made of at least an equivalent amount to that to be lost to development.
- 10.2 The development of the site clearly does not achieve these policy requirements in that the corridor function of the site will cease as a result of this development, the corridor function of the site will not be enhanced as a result of this development and there is no direct like for like replacement on offer from the applicant to compensate for the loss of this part of the Corridor. Likewise the proposal does not relate to farming or recreational uses and the open character of the area would be adversely affected due to the construction of buildings and the proposed means of enclosures around the perimeter of the site.

- 10.3 It is concluded therefore that the principle of the proposed development when measured against the policy requirements pertaining to the proposed development is unacceptable
- 10.4 The Fire Service have clearly identified that the requirements of the new fire station comes from the public service cutbacks that they are subject to resulting in the merger of fire services and the proposed closure of 10 fire stations and the need to construct 5 new fire stations in optimum locations. The need for this fire station has arisen from the closure of the existing Moortown station and Cookridge station.
- 10.5 The Fire Service has put forward mitigating arguments including a site search appraisal which seeks to explain why this site has been chosen over other potential sites. In essence the alternative sites looked at for the replacement station did not meet the two criteria of being available and suitable for development. These are dealt with below:

<b>Site</b>	<b>Reasons unsuitable</b>
<b>DISCOUNTED SITES:</b>	
Weetwood Police Station, 300 Otley Road	<p>Prolonged discussions have taken place between WYFRA and West Yorkshire Police Authority since 2012 regarding either total occupation of the site or sharing the site to provide both police and fire and rescue services. However no decision has been reached.</p> <p>The future needs of West Yorkshire Police with regards to the Weetwood site are still unclear. It is understood that the site cannot be subdivided for shared occupation and therefore WYFRA would need to purchase the entire site (3.5 acres) at a cost of over £2m. However WYFRA only require 1 acre for the proposed fire station. Furthermore the entire site was also identified as a land requirement of Leeds City Council in the development of the Trolley Bus scheme. Whilst it is acknowledged this is no longer likely to proceed there are ongoing discussion between WYPA and Leeds City Council to use the site as a park and ride facility.</p>
Boddington Sports Pavilion Adel	Further development of this site would lead to the loss of sports pitches which would not comply with national and local policy and Sports England guidance which seeks to safeguard

sports pitches unless there are exceptional circumstances.

The Barn, Parkside Road, Meanwood

Site is in Green Belt and is part of an Urban Green Corridor, the site has been sold and has received planning permission for the conversion of the Barn to residential use.

Advice from Highways is that the use of this site for a Fire Station would be unacceptable due to highway safety reasons.

Land off Weetwood Lane, Smithy Mills Lane and Ring Road Adel

Given the presence of protected trees and the site's location within the Green Belt, and therefore any development would be unacceptable unless exceptional circumstances are demonstrated, it is considered that the site is unsuitable for development and has therefore been discounted.

#### **OTHER SITES OUTSIDE THE PREFERRED SEARCH AREA**

Wira Business Park, Ring Road West Park

This site has been discounted due to the distance from areas the station would need to cover including Moortown, which has a medium risk of fire. The response time to this area would be too great for a station to provide the necessary level of cover. This would therefore have significant safety implications for residents in the east of the search area.

Land at Spen Lane, West Park

This site has been discounted due to the distance from some areas the station would need to cover including Moortown, which has a medium risk of fire. The response time to this area would be too great for a station to provide the necessary level of cover which would have significant implications on the safety of residents in the east of the search area. Furthermore the protected trees on site would constrain development.

Black Moor Road, Ring Road Moortown (Application Site)

Although the site is located just outside the preferred search area, it is located in Moortown, which is considered to have a greater risk of fire than the areas further west. The close proximity of the site to the Ring Road and the ability for



direct access to an existing traffic light controlled junction, will facilitate fast response times to the western parts of the area to be covered by the new station. The site is the only site identified in the search which is available and is considered suitable for the proposed development of a new fire station.

10.6 In support of the proposed development and the policy constraints the following submissions have been put forward by the Fire Service in support of the application site:

“In terms of Policy N8 the proposed site plan does show that a significant open green frontage is maintained along the Ring Road which retains, to an extent, the corridor function of the land. However, built development on this site does not prejudice the corridor function as the land immediately to the east comprises built development in the shape of the Moor Allerton Shopping Centre.”

“As demonstrated in the Open Space Assessment, in this part of the city there is an adequate supply of accessible green space. Furthermore, given the characteristics of the site and the proximity of the busy Ring Road, the site is unsuitable for use for outdoor sports, which is recognised as deficient in this area. On this basis the proposal complies with criterion (i) as set out in Core Strategy Policy G6 and paragraph 74 of the NPPF.”

“The proposed scheme involves the provision of 600m<sup>2</sup> of publically accessible open space to the west of the proposed training yard. This area will be landscaped and several trees are to be planted.”

“It is recognised that the proposed redevelopment of part of the Urban Green Corridor and designated ‘open space’ constitutes a departure from UDP Policy. However the community benefits and the need for a replacement fire station to serve the community must also be afforded significant weight when balanced against UDP policies which are now considered to not fully reflect latest national guidance. Furthermore it is considered that the proposal complies with Core Strategy Policy G6 and Paragraph 74 of the NPPF in that there is an adequate supply of open space accessible to the public including the remainder of the open tract of land (2.68ha) and the public open space proposed as part of the fire station development.”

10.7 It is accepted that the location of the proposal is in the best possible position in respect of the Open Space function as a corridor as to the immediate east of the site beyond Black Moor Road is the Moor Allerton retail centre which effectively blocks the continuation of this part of the Green Corridor from that which lies in Kings Lane and which commences again in a roughly north-west south-east direction.

- 10.8 That the Inner Area of NE Leeds has a surplus of open space provision and this scheme does not in and of itself remove a significant part of that provision for the local community it is not considered that the loss of the land for the fire station would be a determinative factor in the final consideration of the proposal especially given that the average score quality of the open space at Alderton Bank is considered to be “fair” rather than of a “high” or “exceptional” quality of open space. The development also provides some enhancement in the ratio of tree re-planting proposed for the loss of the mature trees that are presently on the site.
- 10.9 In addition to this, the need for the station in terms of its benefits to the wider community, it is argued, outweighs any harm caused to the loss of the limited amount of open space especially given its rating, the high level of existing provision in the immediate area and the location of the proposed development at the ‘end’ of the corridor. Further justification as to the sites location being just outside the preferred search area is given in that the location close to the Ring Road and in the part of Leeds it is seeking to provide cover for means that response times are within acceptable limits for the fire service.

10.10 **Do Members consider the development to be acceptable in principle given the discussion above?**

Loss of trees

- 10.11 There are some significant mature trees on site and many objectors have raised this as one of their principle concerns relating to this proposed development. In response to this and concerns raised by officers during the pre-application stage the developers are proposing a re-planning scheme of trees that will provide for a replacement 31 new trees. It is considered that subject to standard conditions relating to the management of these trees and their necessary replacement within the first five years of their planting should any be removed or die, that this is sufficient to mitigate the loss of the exiting trees. A landscaping scheme has been submitted of which these 31 trees form a part of and has been assessed by the Landscape officers. It is considered to be an acceptable level of landscaping.

10.12 **Do Members agree the replacement re-planting of trees at 31 in total plus the associated landscaping scheme submitted with the proposals are acceptable?**

Noise

- 10.13 Noise is an obvious concern in relation to the establishment of a fire station especially in close proximity to existing residential properties. However the need for the use of sirens when leaving the site is often reduced, especially where the fire service will have control to override the normal pattern of traffic light sequence so that they enjoy a clear exit from the site onto the public highway.
- 10.14 In addition to this, the activities on the site during the day through training sessions etc for the fire officers based at the site are a concern for local residents who have not had this aspect in their proximity before. It is accepted that this will be a material change for the occupiers of those houses closest to the fire station, however it should also be acknowledged that most fire stations are located in or near to residential properties. An example being the Stonegate Road station that is also part of the Fire Services rationalisation programme and sits in a wholly residential area with residential properties ‘backing’ onto three of its boundaries and residential properties opposite it on Stonegate Road. It is not considered that

the noise that will be produced from the establishment of the fire station would be so significant as to justify a refusal of planning permission especially given that no properties 'back' onto the site so that their private amenity space could be adversely affected by noise generated in the training yard.

- 10.15 In addition to the observations made above, the applicant has submitted a Noise Impact Assessment . The conclusions of this Assessment suggest that the extra vehicular movements to and from the site, especially during sociable hours will be insignificant given the site location close to the busy Ring Road. It acknowledges that sirens are not sounded on fire station grounds and only utilised when the appliances reach the public highway. (This is standard practice across West Yorkshire Fire Service), and that the prioritisation of the traffic lights should negate the use of sirens to clear vehicles in the near vicinity of the site as discussed above. The report recommends that noise generated from activities within the Training Yard will be screened by the main building and can further be controlled by restriction of those activities to within certain hours. It would be a recommendation of any approval by officers that a condition be imposed restricting training activities or the use of powered equipment should only take place between the hours of 07:00-20:00 hours Mon-Sat with no activities on Sundays or Bank Holidays. This is more restrictive than recommended in the noise assessment report as whilst the argument that the building will screen noise from activities in the training yard, it does not seem to take into account that activities using the training tower will not benefit from such screening and so noise activities into the late evening and on other sensitive days such as Sunday's and Bank Holidays should be restricted.

- 10.15 **Do Members agree, given the recommended condition, that the location of the fire station on Alderton Bank is acceptable from a noise point of view?**

#### Highways

- 10.16 The development proposal has been assessed technically by Highways officers and it is considered that the means of access and egress are acceptable, there is sufficient on-site parking for staff and visitors to the station and that subject to the installation of ducting to allow the installation of an over-ride button to give the station a clear exit priority onto Black Moor Road that there is no objection to the proposals subject to the imposition of conditions requiring this ducting and other standard conditions relating to matters such as provision of car parking spaces prior to first use.

- 10.17 **Do Members have any concerns in relation to the operation of the fire station in regards to the access/egress and levels of car parking shown to be provided?**

#### Design

- 10.18 The NPPF and Policy P10 of the Leeds Core Strategy require that developments of a high quality of design including the use of the materials in their construction. The main building of the proposal whilst functional is not considered to be over-bearing or unacceptable in its design. The use of the roof space for additional accommodation, whilst raising the height of the building overall compared to a single storey structure, helps to minimise the height so that the building will remain 'in-character' for its location near to existing residential properties. The full pitched roof is reminiscent of the roofs of those nearby dwellings and the use of

red-brick in part, also reflects a more domestic scale of development than would a wholly sheet steel clad building. Indeed adjacent to the Moor Allerton retail park the scale of the proposed fire station is considered in keeping with the local area.

- 10.19 The training tower is considered a necessary structure for the site to function efficiently in the services that it is seeking to provide to the local community. However it is presently proposed as a steel framed structure with steel cladding attached. Concerns have been raised by Officers regarding this rather industrial looking structure and its visual impact on the locality, including the views from the frontages of the properties on Alderton Bank and this has been met with the response to alter the colour from the originally proposed cream to dark and lighter greens so that it blends in with its surroundings. It is considered that this does little to minimise its impact on the local area and that for the simple change in colouration to have any appreciation, presumably with the nearby greened open space location, it would need to be viewed from an elevated position, which for the majority of observers passing by on foot, in cars or from the adjacent residential properties simply is not going to happen. It is considered that it would be preferable for this structure, due to its height, to be constructed from more traditional materials such as brick, possibly to either match the brick finish proposed in the main building. Given the rendered finish of the nearest residential properties it would be inappropriate to consider a render finish for such a tall structure. Arguably the training tower is one of the most prominent features of the development site, being visible for a considerable distance in both directions along the Ring Road, let alone views from the houses on Alderton Bank and it is considered that some significant effort should be put into making this structure a visually pleasing as is possible.
- 10.20 The other aspect of the proposals currently under consideration is the proposed 2.4 metre timber fencing proposed on the western and southern boundary of the site. Member's attention is particularly drawn to the submitted visual from Ring Road Moortown. In its favour, the height of the south west corner of the site has been reduced significantly from the original submission and a Gabion wall removed. This will help reduce the visual impact of the site as a whole as the site is approached from the west along the Ring Road. However the proposed solid timber fence is considered visually prominent. The space between the fence running parallel to the Ring Road and the kerb edge of the carriageway cannot be planted with structural landscaping to break-up and help screen the expanse of timber fencing due to the existence of mains services and the need to be able to gain access to them. Other fencing is of a wire mesh type structure that can be colour coated and will allow views through it to the station beyond.
- 10.21 The main issue with regards to the proposed fencing on the Ring Road frontage is about visual impact and whether the views of the 'rear' of the fire station building and activities in the training yard through a colour coated wire mesh fencing solution would be less visually harmful than views of the solid timber fencing along such a long boundary on such a prominent stretch of highway. The timber fencing would mellow with age or could be stained from the outset to reduce its immediate prominence from the Ring Road, however it's 'bulk and massing' will always be present. A wire mesh fence would be less intrusive in itself especially if colour coated, but would allow views through it of the activities going on in the training yard and essentially continuous views of the rear end of the building which would predominantly be the red access doors to the fire appliances bays.
- 10.22 **Do Members agree that the design of the main building is acceptable?**

10.23 **Do Members agree that the training tower should be constructed from more sympathetic materials that the presently proposed steel frame and steel cladding?**

10.24 **What are Member's views on the boundary solution particularly to the Ring Road Frontage?**

Issues raised in objections

10.25 The material planning issues reissued by objectors to the scheme have been included in the appraisal section above. However some issues are not dealt with and so are addressed here:

10.26 Drainage: At the time of writing clarification was still sought as to the implications on drainage, water supply and diversion issues.

10.27 Cutting of Fire Cover across Leeds: This is not a material planning consideration, however the provision of community services is and Policy P9 of the Core Strategy seeks to protect/maintain their provision.

10.28 Green Belt Land: The site is protected Green Space rather than Green Belt which is a specific designation requiring the justification of Very Special Circumstances to allow its development. This allocation does not apply in this case but the relevant allocations under the Local Plan have been addressed in the body of the report.

10.29 Increased risk of Social Isolation: It is not fully understood how the erection of a fire station might result in this but it not considered material to the determination of this proposal.

10.30 Set Precedent for further development: Each case under planning legislation and policy to treated on its own individual merits and whilst there are fallback positions that developers can point to in support of their future proposals it is considered that the peculiar circumstances which outweigh the policy stance in this case will not set any form of precedence for future developments.

10.31 Council promised no further development beyond Black Moor Road: There is no record of this and presently this is simply here-say at the present time and it is unlikely that any comments made in connection with the development of the retail centre would hold credence under the present policy regime under Planning Policy.

## 11.0 **CONCLUSION**

11.1 Members are requested to provide answers to the questions posed in the main body of this report, all of which are reproduced below for ease of reference and to offer any additional comments that they consider are appropriate regarding this development proposal:

**Do Members consider the development to be acceptable in principle given the discussion above?**

**Do Members agree the replacement re-planting of trees at 31 in total plus the associated landscaping scheme submitted with the proposals are acceptable?**

**Do Members agree that the location of the fire station on Alderton Bank is acceptable from a noise point of view?**

**Do Members have any concerns in relation to the operation of the fire station in regards to the access/egress and levels of car parking shown to be provided?**

**Do Members agree that the design of the main building is acceptable?**

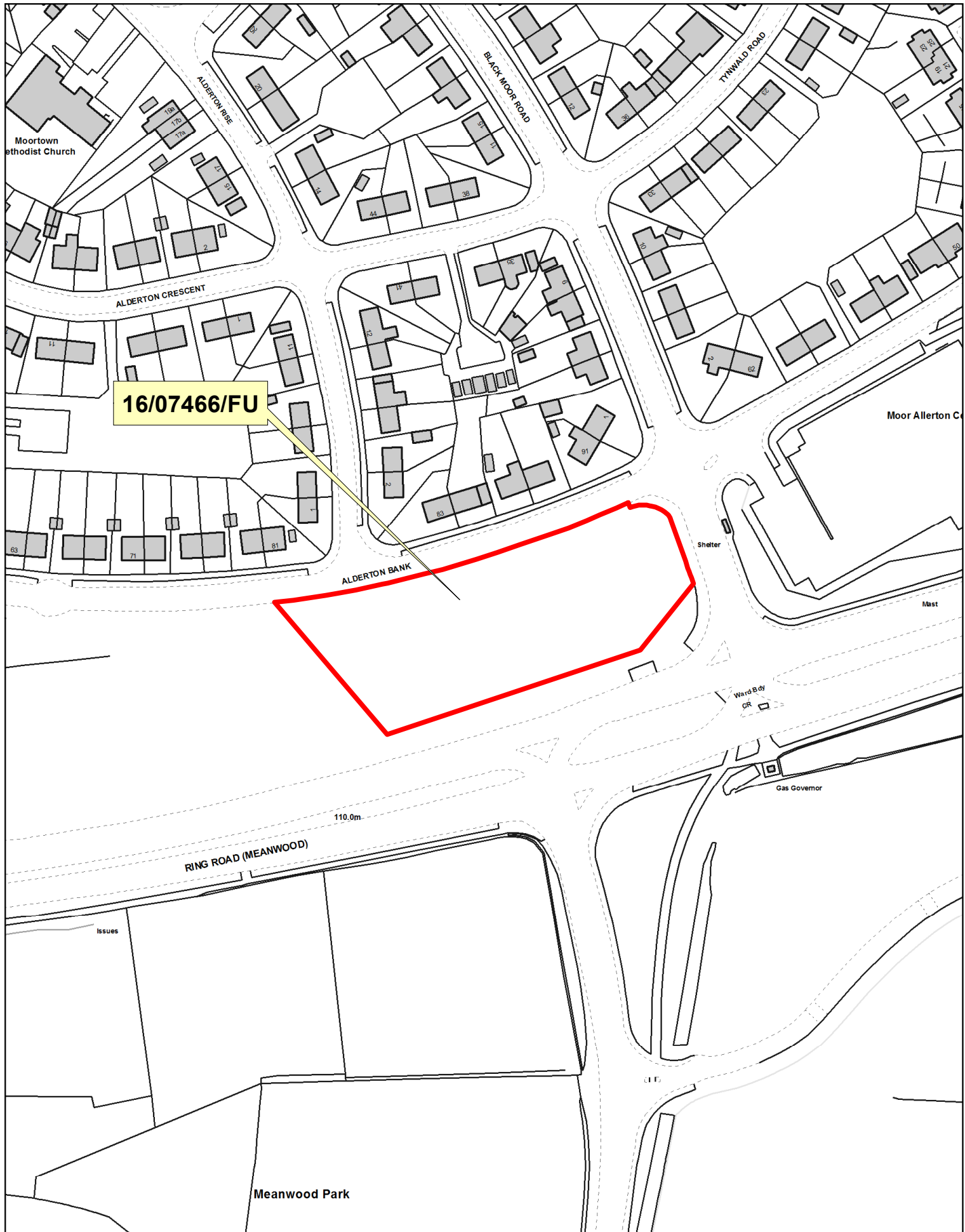
**Do Members agree that the training tower should be constructed from more sympathetic materials than the presently proposed steel frame and steel cladding?**

**What are Member's views on the boundary solution particularly to the Ring Road Frontage?**

**Background Papers:**

Application files: 16/07466/FU

Certificate of ownership: Certificate B signed and served on Leeds Council as owners of the application site.



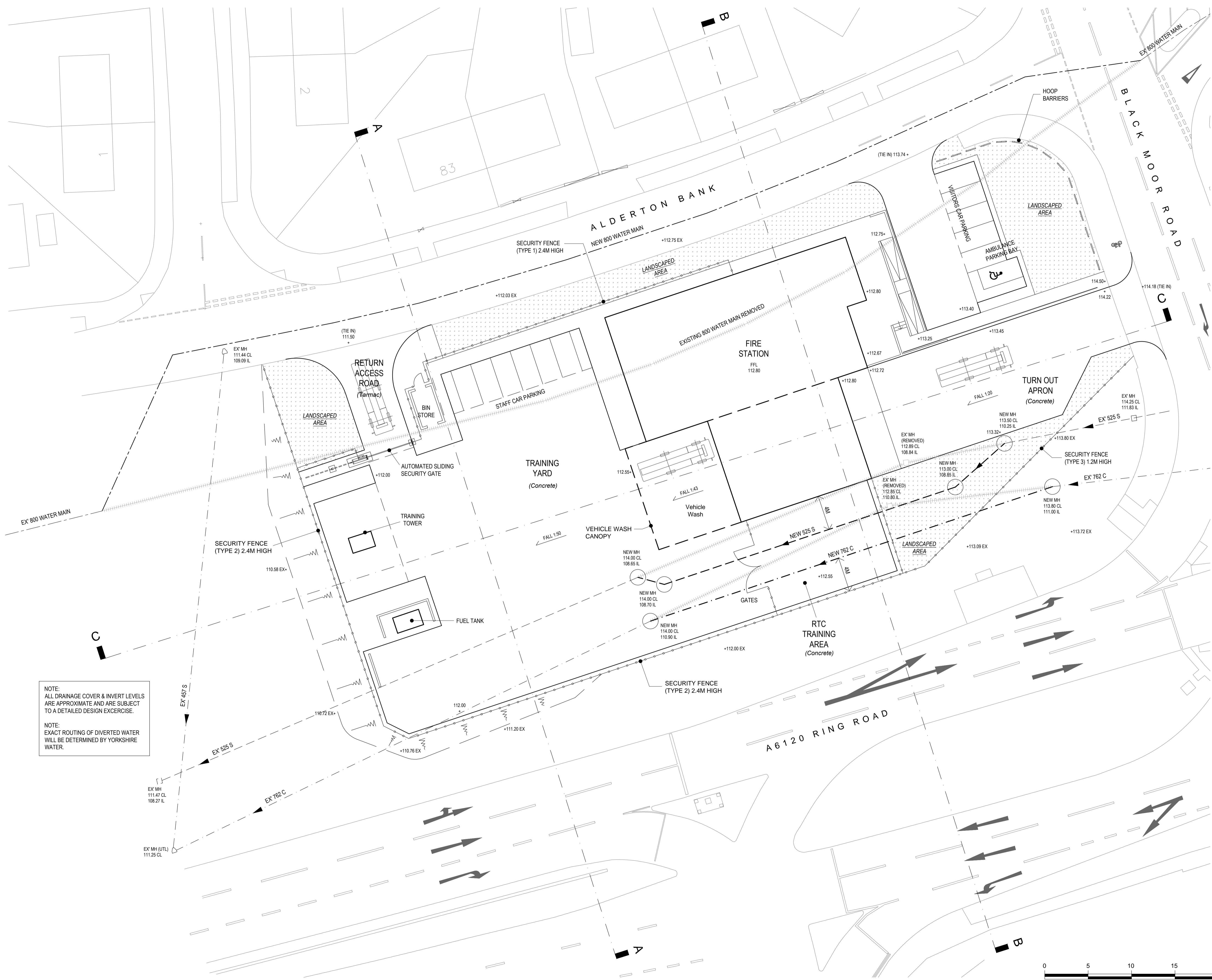
# NORTH AND EAST PLANS PANEL

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

SCALE : 1/1500





NOTE:  
ALL DRAINAGE COVER & INVERT LEVELS  
ARE APPROXIMATE AND ARE SUBJECT  
TO A DETAILED DESIGN EXERCISE.

NOTE:  
EXACT ROUTING OF DIVERTED WATER  
WILL BE DETERMINED BY YORKSHIRE  
WATER.

**PLANNING**

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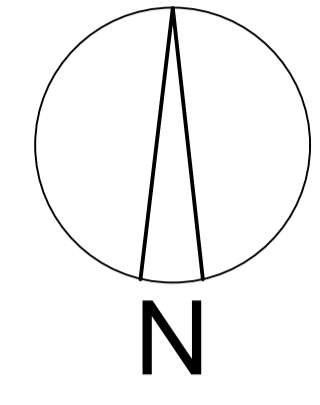
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All dimensions are to be checked on site by the contractor prior to proceeding with any work.

**Hazard Identification**

ref	hazard	date



**Site Area**

sq.m	acres	hectares
3,984	0.98	0.398

P4	PEDESTRIAN RAMP ADJUSTED.	ST	23.02.17
P3	BUILDING GROUND FLOOR LEVEL LOWERED. SITE LAYOUT ADJUSTED TO SUIT.	ST	15.02.17
P2	DIVERTED SEWERS INDICATED	ST	27.01.17
P1	FIRST ISSUE	ST	16.11.16
ref	revision	by	date

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**Bradshaw Gass & Hope LLP**

client  
**WEST YORKSHIRE FIRE & RESCUE SERVICE**

project  
**NEW FIRE STATION AT MOOR ALLERTON**

drawing  
**SITE PLAN**

drawn by CB date 08.09.16

checked by date

scale 1:200 A1

dwg no **1888.123.203** rev **P4**

