



Report of the Chief Planning Officer

SOUTH AND WEST PLANS PANEL

Date: 9th November 2017

Subject: Application number 17/02312/RM - Reserved Matters application for residential development of 319 dwellings, a convenience store and public open space at Breary Lane, Bramhope

APPLICANT

Miller Homes

DATE VALID

10th April 2017

TARGET DATE

16th November 2017

Electoral Wards Affected:

Adel and Wharfedale

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: GRANT APPROVAL subject to the following conditions:

1. Plans to be approved
2. Details of opening hours for the proposed store
3. Details of delivery hours for the proposed store
4. Details of a scheme to ensure 20mph through the site and waiting and loading restrictions between the proposed roundabout on the A660 and the roundabout within the site.
5. Details of proposed lighting for the store
6. High Ridge Way not to be used by vehicular traffic except by emergency vehicles
7. Construction management plan including construction hours
8. Details of traffic management measures on the Poplars to be submitted

The development will also be subject to the conditions attached to the outline grant of planning permission

1.0 INTRODUCTION

- 1.1 Outline planning permission for residential development on this site has already been granted on appeal in December 2016. This application is a reserved matters

application. A reserved matters application is an application that deals with some or all of the outstanding details of the outline application proposals. This application seeks approval for the details of a development of 319 houses, a store and public open space. As the principle of development has already been established the only matters that fall to be considered as part of this application are:

- *appearance* - aspects of a building or place which affect the way it looks, including the exterior of the development
- *means of access* - covers accessibility for all routes to and within the site, as well as the way they link up to other roads and pathways outside the site
- *landscaping* - the improvement or protection of the amenities of the site and the area and the surrounding area, this could include planting trees or hedges as a screen
- *layout* - includes buildings, routes and open spaces within the development and the way they are laid out in relations to buildings and spaces outside the development
- *scale* - includes information on the size of the development, including the height, width and length of each proposed building

1.2 The application is brought to Plans Panel due to the significance and scale of the proposal.

2.0 PROPOSAL:

2.1 Outline planning permission for a residential development was granted at appeal in December 2016. The outline application that was approved was for the principle of residential development with all other matters including access reserved for future submission and consideration. The approval was for a residential development of up to 380 dwellings and the provision of a store.

2.2 For information the outline approval also included a section 106 agreement which was signed by all parties and covered the following matters:

- Provision of affordable housing at 35%
- £40,000 towards two bus stops
- Metrocards
- £35,000 for off-site highway improvement at the junction of A660 and A658
- £10,000 to cycle storage at Bramhope Primary School
- Travel plan and travel plan monitoring scheme
- Land reserved for a two form entry primary school

2.3 This current application is the reserved matters application and is for 319 houses which comprise 207 market houses and 112 affordable houses and a small convenience store. The market housing comprises the following:

2 x 2 bedroom flats
30 x 3 bedroom houses
113 x 4 bedroom houses
62 x 5 bedroom houses

The affordable housing units comprise:

1 x 2 bedroom flat
50 x 2 bedroom terraced houses
61 x 3 bedroom terraced houses

- 2.4 The affordable units will be located to the south of the site behind the proposed shop, through the centre of the site and finally a cluster to the north west of the site opposite part of the ancient woodland.
- 2.5 The proposed access to the site will involve a large new roundabout off the A660 which will then be an A class road for the first 100 metres into the development, when there is a second roundabout. The access to the proposed store will be off this first 100 metres and the store will have a small car park to the side.
- 2.6 From this second roundabout there will be a loop road through the development which will have a number of side roads branching from it. This second roundabout also forms the access to the proposed play area and Bramhope Park. If land is required for a school it will be located on the land shown for Bramhope Park and this would be covered by a separate reserved matters application and does not form part of this application.
- 2.7 To the north of the site on Breary Lane East will be a large area of greenspace consisting of an orchard and village green with pond. This area of greenspace will then extend into the site and form a T shape of landscaping in the middle of the site. The development is also set back from the A660 with an area of extensive planting. Alongside the area of greenspace on Breary Lane East will be an extension of the ancient woodland which will fill the field between the existing ancient woodland and the public footpath of Breary Lane East. The level of greenspace on the site is over 200 square metres per dwelling. The greenspace proposed will be managed by a management company.
- 2.8 To the south of the roundabout and access road there will be a balancing pond and landscaping alongside the A660. Next to this is a proposed park area which will also include a small play area and car park. This area could be used for a proposed school if required. There will be a 5 metre landscaping buffer which will be located on the boundary with the existing residential development.
- 2.9 High Ash Way is an existing cul de sac and is proposed to be used as a cycling/pedestrian access and will have bollards which can be used by the emergency services in an emergency.
- 2.10 There will be a mix of materials on the site, on the edge of the development alongside existing development on Breary lane East and Creskeld Lane and the eastern edge of the development alongside the Ancient woodland the materials will be white render and grey rooftiles with charcoal grey windows and black doors and rainwater goods. The store will be single storey and constructed from artificial stone.
- 2.11 There will be an inner circle of development alongside the spine route and branching into the area behind High Ash Way which will be artstone with grey rooftiles, white windows and navy doors. The inner core will be facing brick with grey roofs, white windows and black doors. Finally the store will be reconstituted stone with grey roof and grey windows.
- 2.12 The majority of the site will be 2 storey development with a small number of 2 and a half storey houses.

3.0 SITE AND SURROUNDINGS:

- 3.1 The site is an area of open fields located to the south of Breary Lane East and east of the A660. The site is used for agriculture at the current time. The land slopes upwards from the southern part of the site (A660) to the north of the site (Breary Lane East). To the east of the site is existing ancient woodland and beyond this open countryside. There is a line of residential properties which front part of the northern boundary and the western boundary. Beyond these rows of houses are the main areas of housing in Bramhope.
- 3.2 The site for the park or proposed school is located within green belt and has been put forward as a potential housing site through the Site Allocations process. The site is within the Site Allocations Plan reference HG2-17 as a phase 3 site for 376 residential units with the provision for a school on the site. The SAP also states that there should be a significant buffer on the northern part of the site to separate the development from the conservation area.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 13/05134/OT – outline planning application refused 28th August 2014. Allowed on appeal December 2016.

5.0 HISTORY OF NEGOTIATIONS

- 5.1 Officers have been negotiating on the reserved matters application since it submission in relation to design, layout, impact on neighbouring residents, impact on the conservation area and the green belt. This has also included the involvement of Ward Members. The discussions with a Ward Member have included changes to the scheme to reduce the impact of the development on residents of High Ridge Way.

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 The application was advertised by a major site notice which was erected on 12 May 2017 and expired on 2 June 2016. The application was also advertised in the Yorkshire Evening Post on 26 April 2017 which expired on 19 May 2017.
- 6.2 Councillors Barry and Caroline Anderson have objected to the application stating:
- The proposed footpath through to Breary Lane East is neither desirable nor safe as Breary Lane East has no street lighting and it would be inappropriate to light a footpath at this location due to the nature of this road and the road has no pavement.
 - Object to the proposed footpath through High Ridge Way which has no street lighting and is a quiet cul de sac which will be spoiled by allowing pedestrian and cycle access. Would be preferable to keep solely as an emergency access with no pedestrian right of way.
 - The siting of the store must be sympathetic to the surroundings. It is questionable if this store is required for the development or whether it has been added to attract passing trade. Hours of business need to be carefully considered. Cars and opening and closing of car doors will impact on nearby residents and Bramhope has a number of shopping facilities less than half a mile away.
 - The land set aside for the school is not large enough to accommodate a 2 form entry school along with parking areas, playing field etc. The land could easily be left as a wildlife/green area would help to make the development look more green.

- The buffer zones, tree planting, hedge planting, protection of trees, new bulb planting must be thought through and handled carefully to ensure existing ecology, habitats are not damaged.
- The Woodland Trust objection sets out the reasons why this development is not acceptable in its current form in order to protect the Ancient Woodland of Spring Wood. This must be taken into account and given a large degree of weight.
- House types and styles are not compatible with an area that lies adjacent to the Bramhope Conservation Area.
- The gardens of the new houses are not large enough to fit with the current style and character in the whole of the surrounding area
- Clear lack of infrastructure to support the extra housing, Bramhope primary school is full and the Council are dragging their feet with helping the school to make a decision whether to expand on the existing site or move to a new site. The land set aside for the school is not big enough and a 2 storey school would not enhance the landscape or visual amenity.
- GP surgery at Bramhope is already very busy and its location means that anyone who is unwell would have to travel from this development via car thus increasing the amount of traffic that accesses the surgery.
- There is no post office in Bramhope with a number of branch banks closing, most notably the Nat West in Otley and Adel the Post Office is one alternative that could have been used. The nearest Post Offices are in Adel or down in Pool.
- The bus service X84 is not sufficient to serve the additional population due to this development. It is very erratic and unreliable service. If new developments in Otley go ahead and people use public transport as the planners would have us believe, then it will be full by the time it gets to this end of Bramhope.

6.3 Councillor Campbell has commented stating:

- The development will significantly increase traffic flows on the A660 leading to increased congestion and pollution along the entire corridor into Leeds.
- Requires a comprehensive survey on the effect of development on junctions into Leeds and mitigate against this.
- Undertake a survey of car based pollution along the corridor.
- Highways work adjacent to the site should be wholly on the developers land.
- Need to prioritise bus movements through the new junction.
- Standard housing types are bland and uninspiring, need to have a bespoke design for the site.

6.4 Arthington Parish Council has commented on the scheme and support some of the proposal and object to other parts as follows:

(i) Support

- The provision of a 5 metre buffer between the existing and proposed development
- Support the construction of dry stone walls on the entrance but there should be hedging and planting behind the walls and bulbs planted in all grass verges
- Support removal of footpaths within the ancient woodland
- Support the extension of Spring Wood to the north of the site
- Support the provision of a pond and consider a second pond more appropriate than an underground tank

(ii) General comments

- Existing dry stone wall on northern and eastern boundary should be retained

- Western and southern side of the woodland needs a zone of planting at least 15m wide in line with Natural England advice
- Field to the south of the woodland should remain in green belt
- Need buffer of planting on the fields eastern boundary
- Dry stone wall on northern and eastern boundary should be retained
- Footpath between pond and Breary Lane East should be removed
- All trees within vicinity of pond should be retained
- Hedging and trees should be retained or replaced
- Height of mature hedgerows should not be reduced
- Tree and hedge survey required to be submitted
- The design of the houses should respect the area
- Any dwellings higher than 2 storey should be limited
- Adequate off street parking should be provided
- Boundary fencing which forms part of streetscene should be open in character
- Provision of store should not affect existing shops
- Lighting pollution should be kept to a minimum
- New bus shelters should have the same design as existing
- Need traffic management scheme to prevent rat running
- Provision of a park and ride at Boddington should be included

(iii) Object

- Mature sycamore tree between 12 and 14 Breary Lane East should be retained
- Need additional planting of standard trees and hedging including evergreens along the northern boundary and in the adjacent green corridor
- Opposes the provision of 'onsite' play areas
- Opposes the provision of the car park adjacent to the play area as walking to the park should be encouraged
- Seating within orchard close to no 32 Breary Lane East should be removed.
- Urban core design not acceptable

An updated comment has recently been received from the Parish Council in relation to the revised plans stating

- Further landscaping for the proposal is required
- Support the protection of the open space via a Biodiversity Enhancement Management Plan which should include the bat commuting route to the north of the site and the whole field to the south of Spring Wood.
- There should be no public access into Spring Wood
- Traffic management measures for the Poplars should be introduced at same time as construction of the roundabout
- Permitted development rights should be removed for garage conversion
- Requires older peoples affordable housing
- Support comments made by the Woodland Trust.

6.5 Bramhope & Carlton Parish Council:

- Support the 5m buffer zone but needs larger trees for immediate effect
- Existing fences on the buffer zone boundaries should remain
- Buffer zone should extended to cover other properties
- Existing trees in the buffer zone should remain
- Mature sycamore tree between 12 and 14 Breary Lane East should remain
- Support dry stone walls on southern boundary with planting behind the wall required
- Need significant landscaping buffer on land off A660

- Bulb planting on grass verges
- Footpath needed from eastern side of the northern pedestrian crossing to the store
- Significant planting needed on Breary Lane boundary and between some of the new development and the existing
- Existing dry stone wall on Breary Lane should be extended
- A 15m buffer zone should be provided alongside Spring Wood
- Support expansion of Spring Wood to the north
- Further clarification needed on the future maintenance of Spring Wood
- Removal of footpaths from Spring Wood supported
- Land for Bramhope Park should remain in green belt
- Spring Wood needs a buffer into this area of land
- And a buffer to the field to the east
- Balancing pond should also contain water for biodiversity
- Object to the play area due to encouragement of anti social behavior
- Seating in orchard close to housing should be removed
- Path between duck pond and Breary Lane East should be removed
- Area around duck pond should remain natural
- All existing trees and hedgerows should be retained
- Any 2 and a half storey houses should be carefully located
- Proposed urban core and houses at the entrance are unacceptable in design terms
- Houses adjacent to High Ridge Way also unacceptable in design terms
- Hedges and shrubs should define boundaries to houses
- Store will affect viability of other shops in Bramhope
- Lighting pollution should be kept to a minimum around the store
- New or replacement shelters should have same design as existing
- New roundabout should be landscaped
- 20mph zone needed on estate

Bramhope and Carlton Parish Council have also supplied additional comments regarding the revised plans stating

- Additional landscaping is required
- Biodiversity Enhancement and Management plan should include the bat commuting corridor and land to the south of spring wood
- Endorses the comments made by Woodland Trust
- Access to Spring Wood should be prevented
- Traffic management measures for the Poplars should be introduced at the same time as the construction of the roundabout
- Affordable housing for the elderly required

6.6 There have been 79 objections to the scheme and 8 general comments concerned about the following matters:

- New roundabout too close to existing roundabout
- Will cause standing traffic in both directions
- Only traffic control will be one pedestrian crossing
- Impact on local highway network
- Single access point for so many houses seems unacceptable
- Will increase rat run through the back roads in Bramhope via The Birches/ The Poplars, Wynmores and Tredgolds
- High Ridge Way seems better option for the access
- Development of green space
- Noise, dust, mess during construction

- No need for convenience store in the village
- Primary school oversubscribed
- Doctors surgery full
- Design of houses not in keeping with the village
- Will transform Bramhope from a village to a small town
- Loss of green belt
- Huge adverse environmental impact
- The houses are the wrong size need affordable homes for young people not 4 plus homes
- Brownfield sites should take higher priority
- Public transport already poor through Bramhope this will make things worse
- What benefits will this bring to the community of Bramhope
- Drainage
- Impact of convenience store on other shops in the village
- Pedestrian access along High Ridge Way should be minimum width to prevent it being used as a cut through
- Layout of houses near High Ridge Way will increase crime risk to these properties
- Bramhope is in the conservation area and the development should respect that
- Impact on residents due to noise from airport as housing located on flight path
- The majority of the properties should be rendered to match Bramhope
- 5m buffer not adequate when diverging architectural styles are to be employed
- Who will own and maintain the 5m buffer
- 3 storey properties should not be allowed at the edge of the development
- Refer you to the inspectors report for housing on the opposite side of the road
- Convenience store car parking will encourage antisocial behaviour
- Traffic flows submitted are inadequate and inaccurate
- The affordable units where not be remotely affordable in any meaningful sense
- High Ridge Way will be surrounded by affordable homes in close proximity to existing properties and not given the same treatment as existing properties along Breary Lane East.
- Overlooking
- New pedestrian access along High Ridge Way will have detrimental impact on existing residents in terms of noise, privacy, loitering,
- Concerned High Ridge Way will become full access at some point
- Buffer needs to be planting as mature development
- Off road cycleway should be provided between the development and Golden Acre Park
- Request that road works don't start till after Christmas
- If the school goes ahead it will create more traffic
- Convenience store should not have a café
- Concerned about light pollution as most of Bramhope doesn't have street lighting
- Trees within orchard to close to existing properties
- Seating in orchard will cause antisocial behaviour
- Concerned regarding on site play areas and the antisocial behaviour they can attract
- People should walk to Bramhope Park so the car park should be removed
- Shop will attract people driving past the site and has no benefit to residents of Bramhope
- Urban core character not characteristic of the area
- The development includes a lot of small gardens
- Object to the inclusion of the north westerly footpath which connects to Breary Lane East due to community safety
- Adequate space needed for parking and bin storage
- Limited public consultation

- Increase in air and noise pollution
- The 5 metre buffer should be the responsibility of a management company
- Houses too close to Breary Lane East
- Construction traffic will add to congestion
- Insufficient preservation of wildlife habitat
- A mix of housing to reflect aging population of Bramhope would be more appropriate
- The convenience store should not be licenced to sell alcohol
- The character of the conservation area in terms of character area 5 should be consistent along its entire boundary
- The property type, proximity and materials differ along this boundary and this isn't acceptable
- All of the properties with a boundary to character area 5 should be rendered
- Five properties on High Ridge Way are positive buildings and this should be reflected in the new properties on the development
- Why is the increased density of houses behind High Ridge Way acceptable
- Planning restrictions for two storey development should be applied to the properties adjacent to High Ridge Way
- Why has the link footpath to Breary Lane East been removed
- Security implications for having garages and driveways behind High Ridge Way
- Why cannot there be street lighting on Breary Lane East
- The gateway into the conservation area should be maintained and not compromised by the roundabout and the new shop
- Why have the plans changed significantly for the proposed houses adjacent to High Ridge Way since 2013.

7.0 CONSULTATION RESPONSES:

- 7.1 West Yorkshire Combined Authority require £20,000 for upgrade of one bus stop and a real time display for another and a MetroCard contribution of £48,125
- 7.2 Highways – Proposed access agreed in principle subject to design. The internal layout is also considered acceptable.
- 7.3 Flood Risk Management – Further information required regarding impact on downstream culvert and watercourse which can be covered by the conditions sited on the appeal decision
- 7.4 Travelwise – require the following in the s106 agreement:
 Travel Plan
 Travel Plan review fee of £3,585
 Metrocard scheme of £491.15 per dwelling
 £10,000 for cycle storage at Bramhope Primary School
- 7.5 Woodland Trust – have commented in relation to the impact of the development on the ancient woodland which is to the eastern side of the site.

They object that the proposed landscaping and layout does not offer sufficient protection for Spring Wood due to

- Intensification of recreational activity of humans and their pets causing disturbance to habitats
- Development provides non-native plants and aids their colonisation
- Noise and light pollution

- Where the wood edge overhangs public areas it may give rise to potential safety issues which threatens the longer term retention of the woods trees
- Where gardens abut the woodland there is a tendency for garden waste to be dumped in the woodland
- Changes to hydrology including pollution and contamination of surface water
- All can act cumulatively on the ancient woodland

Therefore the buffer zone to the woodland should be increased to 50m

- 7.6 Neighbourhoods and Housing – potential for noise from the convenience store so need a noise assessment to cover this matter and conditions to control sound insulation, lighting and litter plus conditions regarding construction hours and methods to prevent mud and dirt on the highway
- 7.7 Metro – improvements and relocations of bus stops required at a cost of £40,000.

8.0 PLANNING POLICIES:

Development Plan

- 8.1 Section 38 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 Comprises the Adopted Core Strategy (November 2014), saved policies within the Leeds Unitary Development Plan (Review 2006) and the Natural Resources and Waste Development Plan Document (2013) and any made neighbourhood plan.

UDP designation/Emerging Site Allocations Plan

- 8.2 The application site is designated as a Protected Area of Search in the UDP with part of the site within green belt. Within the draft Site Allocations Plan (reference HG2-17) it is allocated for housing within phase 3 with an indicative capacity of 376 units and a primary school under policy HG2. The site is located within the Outer North West Characteristic Area which should have 2000 dwellings throughout the plan period. Within the SAP it is stated that a significant buffer should exist between Breary Lane East and the development and finally part of the site should be retained for the provision of a primary school.

Adopted Core Strategy

- 8.3 The Core Strategy is the development plan for the whole of the Leeds district. The following core strategy policies are considered most relevant

Policy H3 – Density of residential development
 Policy H4 – Housing mix
 Policy H5 – Affordable housing
 Policy P10 - Design
 Policy P11 – Listed buildings and conservation
 Policy P12 – Landscape
 Policy T1 – Transport management
 Policy T2 - Accessibility requirements and new development
 Policy G4 – New green space provision
 Policy G8 – Protection of important species and habitats
 Policy ID2 – Planning obligations and developer contributions.
 Policy EN2 – Sustainable design and construction

Policy EN5 – Managing flood risk

Saved Policies - Leeds UDP (2006)

- 8.4 The following saved policies within the UDP are considered most relevant to the determination of this application:

Policy GP5 - Development Proposals should resolve detailed planning considerations.

Policy T7A – Cycle parking guidelines

Policy T7B – Motor cycle parking

Policy BD2 – Design and siting of new buildings

Policy BD5- Amenity and new buildings

Policy LD1 – Landscaping schemes

N23, N24 and N25 – Landscape design and boundary treatment

N33 – impact of development in green belt

Relevant supplementary guidance:

- 8.5 Supplementary Planning Guidance provides a more detailed explanation of how strategic policies of the Unitary Development Plan can be practically implemented. The following SPGs are relevant and have been included in the Local Development Scheme, with the intention to retain these documents as 'guidance' for local planning purposes:

Neighbourhoods for Living SPG (adopted as a material planning consideration December 2003)

Designing for community safety – a residential guide (adopted as a material planning consideration May 2007)

Public Transport Improvements and Developer Contributions (adopted as a material planning consideration August 2008)

Street Design Guide (adopted as a material planning consideration August 2009)

Guideline Distances – Development to Trees (adopted as a material planning consideration March 2011)

Bramhope Conservation Area Appraisal (adopted as a material planning consideration May 2011)

Bramhope Village Design Statement (check title) (adopted as a material planning consideration October 2001)

National Planning Policy Framework (NPPF)

- 8.6 The National Planning Policy Framework (NPPF), published on 27th March 2012, and the National Planning Practice Guidance (NPPG), introduced March 2014 replaces previous Planning Policy Guidance/Statements in setting out the Government's planning policies for England and how these are expected to be applied. One of the key principles at the heart of the Framework is a presumption in favour of Sustainable Development.
- 8.7 The NPPF constitutes guidance for Local Planning Authorities and its introduction has not changed the legal requirement that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 8.8 The National Planning Policy Framework (NPPF) gives a presumption in favour of sustainable development and has a strong emphasis on achieving high quality

design. Of particular relevance, the national planning guidance attaches great importance to the design of the built environment and view this as being indivisible from good planning (paragraph 56 NPPF). The advice also seeks for development proposals to add to the overall quality of the area, create attractive and comfortable places to live and respond to local character (paragraph 58 NPPF). In addition, advice is contained within chapter 4 (Promoting sustainable transport) that deals with sustainable transport modes and avoiding severe highway impacts; and, chapter 6 (Delivering a wide choice of high quality homes) which includes housing supply/delivery and affordable housing provision; chapter 8 (Promoting healthy communities) in relation to access to existing open/ green space; and, chapter 10 (Meeting the challenge of climate change and flooding) which includes matters of flood risk and promote renewable energy sources. Paragraph 90 also refers to development within the green belt.

9.0 MAIN ISSUES

1. Principle of development and green belt
2. Means of access
3. Appearance, layout, scale and Bramhope Conservation Area
4. Landscaping
5. Residential amenity
6. Ancient woodland
7. Drainage
8. School
9. S106 requirements
10. Store
11. Representations
12. CIL (not however a material consideration)
13. Footpath provision

10.0 APPRAISAL

Principle of development

- 10.1 In late December 2016 the Council received three appeal decisions related to residential development with one of these being this site at Breary Lane East, Bramhope along with Leeds Road, Collingham; and Bradford Road, East Ardsley. The appeals were allowed and it was concluded by the Inspector that Leeds is presently unable to demonstrate a 5 year housing land supply. (5YHLS).
- 10.2 This application is the reserved matters application (see 1.1 above) for the outline application which was granted permission in December 2016 so the principle of residential development of this site has been accepted.
- 10.3 Part of the site is located within the green belt and it is proposed to remove this area from green belt as part of the Site Allocation Plan process. The area covered by Green Belt involves the land to be used for either the park or school and the balancing pond and a small section required for the proposed roundabout. The previous application was refused due to the impact on the green belt, however, the Inspector has approved the scheme in principle so the development of the green belt land has been accepted in principle.

10.4 The allocation in the SAP is for 376 houses and this development is lower than that at 319 houses. However the site does have some constraints such as the adjoining Bramhope Conservation Area, the Ancient woodland, the Green Belt and the need for a primary school. A more dense development would put more pressure on the ancient woodland and would not be in keeping with the general area. For this reason 319 houses is considered acceptable.

Means of access

10.5 The scheme at the public inquiry involved one access to the site in the form of a roundabout off the A660. However the principle of access was not approved at the outline stage and was reserved for approval. The Inspector did however consider that a development of 380 dwellings and a potential primary school could be accommodated on the surrounding highway network without any detrimental impact.

10.6 This application involves a roundabout of the A660 but its location has been moved south from the plan discussed at the appeal and it is now opposite the existing street known as The Poplars. In highway terms this new location allows for a roundabout to be constructed that in highway safety terms is in a more appropriate position. Residents have concerns that the new location will make The Poplars attractive for rat running. However, this residential route is very tortuous and as such it is questionable whether the re-routing of traffic will occur. The anticipated volume of queuing on the surrounding junctions is not expected to be at a level that would encourage highway users to divert off the A660. Having said this a condition can be attached for the introduction of traffic management measures if this was to occur.

10.7 The internal layout needs to have a limit of 20mph and the developer is to fund the costs to ensure that any road markings, signage and speed limit order are implemented. The internal layout roads are wide enough to accommodate adequate visitor parking and the parking provision for the individual houses is generous.

10.8 Overall it is considered that the scheme is acceptable in highway safety terms and complies with policy T2 of the Core Strategy.

Appearance, layout and scale

10.9 The site is located adjacent to the Bramhope Conservation Area forming the boundary on the northern and western side of the site. There are two character areas within the conservation area that adjoin the site being character area 3 for Creskeld Lane and character area 5 for High Ridge Way and Breary Lane East. The wider area is typified by housing of a traditional design with a mix of materials.

10.10 The characteristics for these areas include:

- Large detached or semi-detached houses within generous plots
- Large back gardens and front gardens
- Two storey layout
- Stone and render
- Stone walls
- Ornate detailing
- Timber windows and doors

10.11 Whilst the site is not within the Bramhope Conservation Area itself the proposed layout has taken on board the conservation area in terms of the above characteristics. There is also a 5m buffer between the rear gardens of the

application site and the existing development which will help to separate the two and provide softening of the new development for existing residents. The layout alongside the conservation area boundary involves rendered properties with features that are characteristic of this part of the conservation area such as gables and bays. The properties are also two storey in scale. The properties do have artificial stone plinths and artificial grey roof tiles which is considered acceptable as the site itself is not within the conservation area and render is the dominant material. The properties proposed alongside Breary Lane East and Creskeld Avenue take on board the scale of the properties in the conservation area in terms of being detached with larger gardens. The design of these properties is also reflected on the eastern side of the site adjacent to the existing ancient woodland.

- 10.12 In terms of the proposed properties adjacent to High Ridge Way originally these were proposed as brick which was considered unacceptable as the properties on High Ridge Way are rendered. This area has now been changed to rendered properties and some artificial stone which is considered more appropriate to its setting. The properties proposed in this area are smaller houses with smaller gardens but their design does take on board the characteristics of this part of the conservation area just on a smaller scale. There is two pair of semi-detached houses which are side facing towards High Ridge Way whilst all the other properties on the edge of the site are rear facing with existing gardens meeting proposed gardens. The reason for this is that one pair of semi-detached houses front onto the A660 elevation and this provides an important frontage to the site. The other pair are so positioned to avoid a rear parking court which was shown on the original plans and raised security concerns.
- 10.13 The rest of the site is broken down into two more design areas. There is a spine road which travels in a circle though the site and the materials for this area are artstone facing and grey roofs. Again these properties take on board design features from the area such as gables and bay windows and are two storey in height. The properties in this area are detached and semi-detached and the layout is not as spacious as the outer area.
- 10.14 The final area is the inner core of the site which will be constructed from brick. These properties are generally semi-detached and terraced houses with the area of gardens smaller reflecting the smaller size of properties proposed. These properties are simple in design but are located in the centre of the site away from the main area of Bramhope and are considered acceptable.
- 10.15 The site will be visible in the street scene in two areas with the rest of the development backing onto existing gardens. These two areas are visible in the existing street scene area alongside the A660 to the south of High Ridge Way and to the north off the site on Breary Lane East.
- 10.16 The site will have a major impact on visual amenity on the A660 which is within the Bramhope Conservation Area and is a gateway into Bramhope. This is due to the insertion of a large roundabout and associated road widening. The visual impact of these engineering works cannot be avoided. This is the only location for an entrance to the site and the number of houses and school proposed require a roundabout of this size plus outline planning permission has already been granted for the residential development.
- 10.17 In terms of the houses and store these are located away from the A660. To the south of the roundabout alongside the A660 there will a large retaining pond and behind this a new park. A school could be located in this park area but this will still

be set back some 70 metres from the road with the retaining pond and significant planting helping to soften the development alongside the A660.

- 10.18 On the northern side of the roundabout the development will involve a retail unit which is single storey and 8 semi-detached houses. These will have their frontage onto the A660 which provides some presence in the street scene but they will also be set back from the A660 by between 13 and 28 metres of landscaping.
- 10.19 On Breary Lane East the development is set back from the road by between 28 and 48 metres. Along Breary Lane East there will be an orchard, pond and landscaped area occupying this piece of land. This will ensure that the rural feel is maintained along this boundary especially as Breary Lane East is used as a public footpath for Ebor Way.

Part of the site as mentioned above is located in the green belt and the principle of development on the green belt has been accepted by the outline consent. The application involves a very small section of the green belt being used for part of the proposed roundabout, however the vast majority of the site will be used for the park, balancing pond and landscaping. These features retain the openness of green belt and is considered acceptable on the land that is currently in green belt.

- 10.20 In light of the above, the overall appearance of the buildings, layout of the development and the scale of the buildings are considered acceptable and complies with policy P10 of the Core Strategy.

Landscaping

- 10.21 The site will have extensive landscaping both on the edges of the development and within the site. On the A660 frontage the development will be set well back from the road allowing for landscaping and trees. On the strip of road between the main roundabout entrance and the smaller roundabout for the start of the loop road the buildings will be set back allowing for landscaping on the road frontage. The loop road itself will have a wider pavement on one side which will allow for planting and trees. There will be a T shaped belt of planting in the middle of the site and extensive planting on the landscaped belt on Breary Lane East. Finally there is a 5 metre landscaping buffer between the existing properties adjoining the site and the new properties which will help to soften the development to existing residents.

Residential Amenity

- 10.22 The proposed layout exceeds the distances within Neighbourhoods for Living (NfL) in terms of separation distances between the proposed new houses and existing houses. The new properties are closest to the existing houses on High Ridge Way with the distance being 17 metres and this is from the rear of the existing property and the side gable of a proposed property where the NfL requirement is 12 metres.
- 10.23 For the vast majority of the development the new properties (95.3%) comply with NfL in terms of distances between properties, garden lengths and garden areas. Some of the smaller semi-detached houses (3.45%) have garden lengths that are less than the required 10.5 metres however this does not affect residential amenity to a significant extent. There are also a handful of smaller properties (0.94%) where the garden areas are also less than the 2/3rds requirement but again due to the small size of the house, which are likely to be for couple or small families, this is considered acceptable. In terms of the internal layout of the properties the space provided spacially is in excess of the national and local prescribed space standards.

- 10.24 A new pedestrian/cyclist access will be created from the development onto the small residential street of High Ridge Way. This will not be an access for vehicular traffic except for emergency services if the main access to the site is closed for whatever reason. Bollards will be erected to prevent vehicular access and a condition will be attached to prevent the use of this access by vehicles.
- 10.25 Residents on High Ridge Way have objected to this access due to the additional noise and disturbance it may create and the potential for rubbish and security to the properties may be at risk. There will be an increase in noise and disturbance due to this pedestrian access from the comings and goings of pedestrians and cyclists but it is not the only access from the development with a pedestrian access through the proposed development close by which will also be nearer to the repositioned bus stop. The new access within the development will also be lit whilst the access through High Ridge Way is not lit.
- 10.26 This pedestrian access was shown on the indicative masterplan for the outline scheme and the application was not refused for this reason and the Inspector at the appeal did not raise any negative comments about it.
- 10.27 In terms of security this street is currently off the A660 and is a quiet cul de sac. The increase in people going along High Ridge Way will increase natural surveillance so it is considered there will not be a greater security risk to properties.
- 10.28 Overall the layout is considered acceptable in terms of residential amenity and complies with policy GP5 of the Unitary Development Plan.

Ancient woodland

- 10.29 To the east of the site is Ancient woodland. The Woodlands Trust has objected to the scheme due to the impact of the development on the ancient woodland stating that there should be a buffer of 50 metres between the Ancient woodland.
- 10.30 The landscaping buffer shown varies in width from 2 metres to 10 metres with the majority of the buffer being around 5 metres in width. However, to the south of the site is the proposed park and to the majority of the western side of the ancient woodland is the road. Consequently the majority of the houses are well over 10 metres away from the Ancient woodland. There is one house in close proximity to the Ancient woodland being only 5 metres away. To the north of the site is an extension to the Ancient woodland which is a very positive measure. The buffer is required to manage public access into the ancient woodland and it is considered that the proposed widths are acceptable subject to appropriate fencing on the landscaping buffer edges to prevent access until the proposed vegetation has established.
- 10.31 There will be an entrance into Spring Wood but this ensures that access is contained on the proposed paths with the ecology in the other areas to be left undisturbed. This is covered by conditions on the outline permission.
- 10.32 Overall the level of landscaping proposed is considered acceptable and it complies with policies G8 and P12 of the Core Strategy.

Drainage

- 10.33 The surface water drainage for the site will be drained into a large retention basin/balancing pond to the south eastern corner of the site. From here it will then outfall into the existing watercourse and culvert located nearby. This is acceptable in principle but further information is required into the quantity and control of this outfall. The Planning Inspector attached conditions to do with foul and surface water drainage so the precise details on how the detention pond will operate can be dealt with under these conditions.

Potential school

- 10.34 The outline permission and associated section 106 agreement make provision for the land on the site to be dedicated for a two form entry primary school if required. The identified site would be where Bramhope Park is shown on the plan with its own access off the second roundabout. The school does not form part of this application and would be a separate planning application with the issues relating to the school being dealt with at that time. This application does allow for the site to be developed for this number of houses and land plus access available for the school if it is required.

Section 106 agreement requirements

- 10.35 A section 106 agreement was signed with the outline consent and it covered the following matters:
- Provision of affordable housing at 35% - The number of houses proposed on the site equates to 35% and the proposed split is also in line with the section 106 agreement
- The following are to be provided before occupation of the dwellings
- £40,000 towards two bus stops - Metrocards – This is provided before occupation of the dwellings
 - £35,000 for off-site highway improvement at the junction of A660 and A658 – £10,000 to cycle storage at Bramhope Primary School
 - Travel plan and travel plan monitoring scheme
 - Land reserved for a two form entry primary school – discussed above
- 10.36 The level of greenspace provided as part of the scheme is higher than the requirement of 80 square metres in terms of policy G4 of the Core Strategy.

Proposed store

- 10.37 The outline consent included the provision of a store and this is to be located at the entrance of the site. Accordingly the principle of this building has been established. The building will be constructed from artificial stone and will be single storey so will not dominate the entrance. There have been objections to the provision of the store and the impact on the existing businesses in Bramhope, however this was a matter that was dealt with at the public inquiry. There have also been objections that it will attract passing traffic and should be located further into the site. The applicant has stated that it is required in this location so they can market the property plus it creates less disturbance to residents which it would if it was located further into the site.

Representations

10.38 Most of the matters raised in the representations have either been addressed above or are detailed matters that would be addressed through the proposed conditions. The matters not covered above are as follow:

- The proposed footpath through to Breary Lane East is neither desirable nor safe as Breary Lane East has no street lighting and it would be inappropriate to light a footpath at this location due to the nature of this road and the road has no pavement – *this has been removed from the scheme due to land ownership issues*
- Opposes the provision of 'onsite' play areas – *there is one on the site which is not located near residential properties so this should not have a detrimental impact on residential amenity.*
- Opposes the provision of the car park adjacent to the play area as walking to the park should be encouraged – *without the car park adjacent to the park it could lead to on street parking within the development*
- Object to the play area due to encouragement of anti-social behavior – *The play area is located away from residential properties so if any antisocial behavior does occur it is located away from residents and should not impact on residential amenity*
- Lighting pollution should be kept to a minimum around the store – *a condition for lighting is proposed*
- Primary school oversubscribed – *land for a school is being provided but provision of a new school does not form part of this application.*
- Doctors surgery full – *the provision of local services is not a planning matter and the Inspector did not consider this was a matter to refuse the scheme at outline stage*
- Layout of houses near High Ridge Way will increase crime risk to these properties – *The layout involves a 5 metre landscaping strip which will restrict access into these gardens. There was a parking court located near to this boundary but this has been removed from the scheme.*
- Refer you to the inspectors report for housing on the opposite side of the road – *the site already has outline planning permission*
- Convenience store car parking will encourage antisocial behaviour – *this is a security matter for the occupiers of the store*
- Concerned High Ridge Way will become full access at some point – *this is not the intention as it is considered that High Ridge Way does not have safe access onto the A660 for the number of traffic involved.*
- Convenience store should not have a café - *this doesn't form part of this application and would require planning permission*
- Concerned about light pollution as most of Bramhope doesn't have street lighting – *lighting is required on the development due to safety and security*
- Planning restrictions for two storey development should be applied to the properties adjacent to High Ridge Way – *this would require planning permission so no need to have a condition to cover it*
- Why cannot there be street lighting on Breary Lane East – *no requirement for it as part of this scheme*
- Why have the plans changed significantly for the proposed houses adjacent to High Ridge Way since 2013 – *the layout in 2013 was an indicative layout and the detail was not approved and a reserved matters application has therefore been submitted*

CIL

10.39 The Community Infrastructure Levy (CIL) Charging Schedule was adopted on 12th November 2014 with the charges implemented from 6th April 2015 such that this

application is CIL liable on commencement of development at a rate of £90 per square metre of chargeable floorspace. This scheme will generate a total of £3,301,450. In any event, consideration of where any Strategic Fund CIL money is spent rests with Executive Board and will be decided with reference to the Regulation 123 list.

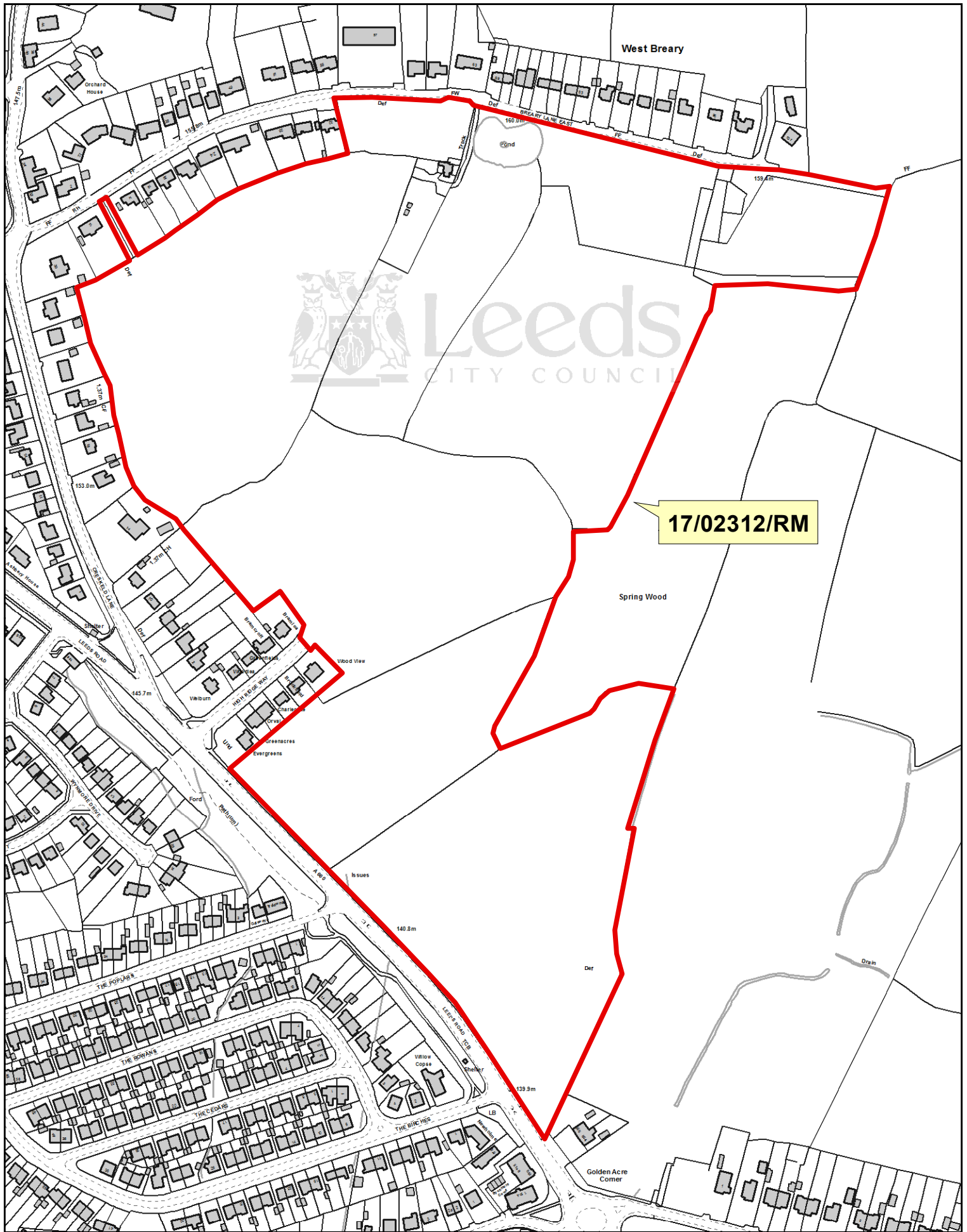
11.0 CONCLUSION

- 11.1 It is considered that this reserved matters application for residential development and a store is considered acceptable subject to some additional conditions.
- 11.2 There will not be any harm in terms of highway safety, there will be no detrimental harm to residential amenity, and the impact on trees and ecology is considered acceptable. The proposed layout and design is also considered acceptable in this location close to Bramhope Conservation Area, green belt and the ancient woodland.
- 11.3 As such and having regard to all the representations received, the proposal is considered to accord with the Development Plan and other material consideration including the NPPF referred to above and is therefore recommended for approval subject to appropriate conditions.

Background Papers:

Certificate of ownership: signed by applicant.

Planning application file.17/02312/RM



17/02312/RM

SOUTH AND WEST PLANS PANEL

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

SCALE : 1/3500





Village Green

Retained views from pond to the south. Rolled stone gravel path crossing through green space and connecting the PROW path to the orchard.

Existing pond enhanced through proposed marginal planting to improve its character. Seating area provided to allow users to enjoy views.

LAP provided adjacent to proposed path with seating for supervision.

Orchard

Community orchard planting stocked with local varieties of apples, pears and damsons.

Seating available under existing mature Sycamore tree.

Walking route through orchard over rolled stone gravel and mown grass.

Boundary planting strengthened with native hedge planting to provide more privacy to adjacent residents.

Landscape buffer

5m buffer provided on ends of proposed plots to mitigate the impact of the development on the existing residents.

To be consisted of small trees where possible to screen views and a native hedge mix.

KEY

- Planning application boundary
- Proposed school site boundary
Area: 2.0ha
- Existing trees to be protected and retained during works as per arboricultural report
- Proposed standard tree planting
- Proposed specimen shrub planting
- Existing Spring Wood woodland
- Extension of Spring Wood with native woodland mix planting
- Existing vegetation to be retained and maintained
- Existing overgrown hedge to be retained and maintained through laying and gapping up
- Proposed meadow grass mix: maintained long
- Proposed amenity grass mix: maintained short
- Proposed shrub and groundcover planting
- Proposed marginal and aquatic planting
- Landscape buffer to Spring Wood edge
- Proposed hedge planting
- Proposed tarmac road
- Proposed rolled stone gravel footpath with timber edging restraint
- Existing pond
- Proposed attenuation pond
- Drystone wall to be rebuilt at back of footpath. Refer to Architect's drawings for details
- Refer to the Ecological Estate BEMP

NOTES

1. For plant species and specification refer to drawings 488D_03-11 & 488D_14-16 planting schedules.
2. Existing drystone wall along the Leeds Road frontage to be rebuilt at the back of the proposed footpath.

L.E.A.P.

See drawing 488D_12 for details.

SuDS

Attenuation pond and underground tank collecting surface water from the whole site.

