



## Report of the Chief Planning Officer

### CITY PLANS PANEL

Date: 29<sup>th</sup> March 2018

**APPLICATION 17/08435/RM- Approval of reserved matters - (layout, scale and landscaping of the site), pursuant to approval 16/02757/OT (erection of a motorway service area) (as amended by non-material amendment 17/00058/MOD) for Phase 2 (facilities building) at land off Junction 45, M1 Motorway.**

**APPLICANT**

Extra MSA Group

**DATE VALID**

22<sup>nd</sup> December 2017

**TARGET DATE**

23<sup>rd</sup> March 2018

**Electoral Wards Affected:**

**Garforth and Swillington**

Ward Members consulted  
(referred to in report)

**Specific Implications For:**

Equality and Diversity

Community Cohesion

Narrowing the Gap

**RECOMMENDATION: GRANT PERMISSION subject to the following specified conditions:**

1. In accordance with approved plans

**1.0 INTRODUCTION:**

1.1 This planning application is brought to the Plans Panel as the proposed development is a major application and the outline application to which this reserved matters application relates was presented to Members on 27<sup>th</sup> October 2016.

**2.0 PROPOSAL:**

2.1 This reserved matters application relates to Phase 2 of the development (covering the Facilities Building). This phase also includes the hotel (100 bedrooms), landscaping and car parking within that phase and addresses matters associated with the layout, scale, appearance and landscaping of the site for this phase. These works use the development platforms set by the Phase 1- Enabling Works (Phase 1) which is

subject to a separate reserved matters application (Ref: 17/08434/RM). Phase 3- Fuel Filling Station will form the basis of a further reserved matters application.

- 2.2 The proposed Facilities Building is positioned towards the southern portion of the site and comprises a series of interlinked buildings with a partial living/green, oversailing roof form.
- 2.3 The principal building has a broadly rectilinear footprint which contains a double height central atrium space (elevating to a highest point of 13.5m) which is surrounded by tenant units and service areas. The community space and viewing areas situated above can be accessed internally via a feature glazed staircase to its southern elevation. This building is the tallest building element and provides direct access to the rear. It is to be constructed in natural sandstone and incorporates large glazed openings.
- 2.4 Off-set from the central atrium space is the pavilion building element which is two storey and of lower height (around 7.3m high) and constructed of dark stained timber cladding.
- 2.5 The hotel is two storey and the lowest height building element (around 6.2m high) and utilises a T shaped footprint which extends eastwards from the main Facilities Building, being connected through a link building. The hotel element is positioned behind the front ribbon of the roof form and is to be constructed in grey/buff brickwork.
- 2.6 The proposed living roof reads as the primary design feature and comprises a series of undulating ribbons with the building elements located underneath. The roof ribbons accommodate meadow planting and are supported by a timber glu-lam structure. Flanking the ends of the two front roof ribbons is a 'ha-ha' detail designed to provide a visual connection between the roof and ground. The undulating form of the roof allows for the introduction of clerestory glazing to provide natural light into the atrium.
- 2.7 Additional design details incorporated include the use of dark zinc cladding to higher portions of the proposed building (e.g. roof mounted plant) and the flashings, use of a timber brise soliel (to minimise solar gain to southern/ western glazed areas).
- 2.8 The associated service yard is located to the eastern side of the Facilities Building with the parking and vehicle circulation areas sited to the building's northern side. The parking provision includes 550 car parking spaces (incl. 30 disabled bays); 50 HGV spaces; 1 abnormal load HGV space; 12 motorcycles spaces and 12 caravan parking spaces. A bus only access from Knowsthorpe Lane and an associated bus lay-by are also detailed.
- 2.9 The proposal includes the retention of vegetation around the site's perimeter (although not in its entirety) with supplementary and mitigation planting to be provided across the site. Outdoor amenity areas and play space are to be created with connections given to the existing public footpaths and bridleways to the south. The ground remodelling works will accommodate surface water attenuation ponds and make provision for flood compensation.

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

- 3.1 The application site lies to the southern side of the junction 45 of the M1 motorway and comprises restored agricultural land. The site was previously in use as an open cast mine but has since been backfilled. The site comprises two agricultural fields bordered by hedges and vegetation. The site also extends over wooded areas located to the north and south of the site. An electricity pylon stands to the western part of the site and the power lines run roughly east-west across the site.

- 3.2 The M1 motorway runs along the site's northern and western boundaries and junction 45 is located directly to the north of the site. Knowsthorpe Lane (access currently blocked) runs from the junction along the northern and western edge of the site and continues under the M1 to the west. Public Bridleway (No.259) runs to the east and within the southern portion of the site.
- 3.3 The application site is set at a lower ground level to the adjacent motorway and connecting slip roads and the land levels generally fall to the south towards Skelton Lake. However, there is a mounded area beyond the south-east of the site which is elevated above the site. Skelton Lake lies to the south with Colton Beck and associated ponds located beyond the eastern boundary which feed into the northern side of the lake. Wyke Beck runs beyond the south-western boundary and joins with the River Aire to the south of Skelton Lake. The Aire and Calder Navigation corridor is located further south of the River Aire.
- 3.4 Temple Newsam Park and Golf Course is located 160m to the north of the site, beyond the M1 Motorway. Temple Newsam is a Grade II Registered Park and Garden and includes the Grade 1 Listed Temple Newsam House which is located 1km to the north of the site. The estate also contains a range of other Grade II\* and II Listed Buildings although the area closest to the motorway junction is excluded from the listing. The Grade II\* Listed Leventhorpe Hall is also located 1.9km to the west with Newsam Green Farm and Lawn Farm House (both Grade II) situated nearby.

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

- 4.1 17/08434/RM Approval of reserved matters - (landscaping of the site), pursuant to approval 16/02757/OT (erection of a motorway service area) (as amended by non-material amendment 17/00058/MOD) for Phase 1 (Enabling Works)- *decision pending*.
- 4.2 Non-material amendment Ref: 17/00058/MOD to allow for the submission of reserved matters and condition details on a phased basis- Approved (29/03/17).
- 4.3 Subsequent planning condition discharge applications:
- 17/06440/COND (condition 39- Remediation Strategy) discharged 19<sup>th</sup> December 2017; 17/05922/COND (condition 43- Phasing plan) discharged 4<sup>th</sup> November 2017 and 17/08092/COND (condition 34- Lighting) discharged 17<sup>th</sup> January 2018.
- 17/08229/COND (condition 8- Highway works); 17/08429/COND (condition 19- Surface water drainage); 17/08430/COND (condition 21- Landscaping works); 17/08431/COND (condition 26- Construction arrangements). All pending decision.
- 4.4 Non-material amendment Ref: 17/9/00294/MOD to allow for an increase in the floor space of the Facilities Building- Approved (14/12/17)
- 4.5 Outline planning permission Ref: 16/02757/OT for the erection of a Motorway Service Area including means of access and: Facilities Building with viewing platform, up to 100 bedroom Hotel, Skelton Lake Visitor Centre, Fuel Filling Station, vehicle circulation and parking areas, landscaping and amenity spaces, pedestrian and cycle links, pumping station, retaining structures and associated mitigation, infrastructure and earthworks- Approved (23/12/16).

4.6 The land to the east of the application site was granted outline planning permission (Ref:15/07655/OT) for a new community comprising 1,100 dwellings, a new food store, a new local centre, a new school and areas of public open space together with a means of access. All matters are reserved for future consideration except for means of access.

## **5.0 HISTORY OF NEGOTIATIONS**

5.1 The applicant has engaged in pre-application discussions with LCC officers (planning, highways, flood risk management, landscape) following the grant of outline planning permission. As part of these discussions, officers have met with the applicant to discuss the appearance of the Facilities Building and the need for further refinements to the roof form, to utilise a less undulating and shallower roof ribbon to the front of the building and these suggestions have been incorporated within the submitted design.

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

6.1 This application was advertised as a Major application by 3 site notice displays posted adjacent to the site on 26<sup>th</sup> January 2018.

6.2 No letters of representation have been received in response to the public notification process.

## **7.0 CONSULTATION RESPONSES:**

### **Statutory:**

7.1 Coal Authority: Comments awaited.

7.2 Environment Agency: No objection.

7.3 Highways England: No objection.

7.4 Historic England: No comments to make.

7.5 Natural England: No objection, encourage enhanced green infrastructure.

7.6 Highways (LCC): No objection subject to amendments to the internal layout to delete an internal HGV route; bus lay-by dimension; clarify access to HGV parking area.

### **Non-statutory:**

7.7 Contaminated Land: No comments to make, conditions on outline permission remain relevant.

7.8 Flood Risk Management: No objections, conditions on outline permission remain relevant.

7.9 National Grid: Holding response, awaiting substantive reply.

7.10 Leeds Civic Trust: Support but with caveats as curved roof does not extend over hotel, expect subsequent submission of fuel filling station to follow same innovative consideration.

- 7.11 Public Rights of Way: No objection, Public Bridleway No.259 Leeds not directly affected.
- 7.12 Canal and River Trust: No comments to make.
- 7.13 SDU (Nature Conservation): No objection.
- 7.14 SDU (Landscape): No objection, details previously considered within associated condition discharge applications.
- 7.15 SDU (Design and Conservation): No objection.
- 7.16 West Yorkshire Police (architectural liaison): No objection, offer to discuss site security matters with applicant if they require.
- 7.17 Neighbourhoods & Housing (air quality): No comments to make.
- 7.18 Neighbourhoods & Housing (environmental studies): No objection.
- 7.19 Yorkshire Water: No objection.
- 7.20 West Yorkshire Archaeological Advisory Service: No comments to make.

## **8.0 RELEVANT 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), the Aire Valley Area Action Plan (2017) and any Neighbourhood Plans.

### Adopted Core Strategy:

8.2 The Core Strategy is the development plan for the whole of the Leeds district. The Core Strategy (CS) was adopted in November 2014. The outline application proposal was assessed against the policies within the Development Plan and are not repeated here, except where they are directly relevant to the Facilities Building (Phase 2) subject to this reserved matters application:

Policy P9 Community facilities and other spaces  
 Policy P10 Design  
 Policy P11 Conservation  
 Policy P12 Landscape  
 Policy T2 Accessibility requirements and new development  
 Policy G1 Enhancing and extending green infrastructure  
 Policy G8 Protection of important species and habitats  
 Policy G9 Biodiversity Improvements  
 Policy EN1 Sustainability targets  
 Policy EN2 Sustainable design and construction  
 Policy EN4 District heating networks  
 Policy EN5 Managing flood risk

### Leeds Unitary Development Plan (UDP) Review:

8.3 The relevant saved UDP Review (2006) policies are listed below:

Policy GP5 Requirement of development proposals  
Policy N23 Development and incidental open space  
Policy N24 Development proposals next to green belt/ corridors  
Policy N25 Development and site boundaries  
Policy N28 Historic parks and gardens  
Policy BD5 Design considerations for new build  
Policy T29a Lorry parking and coach layover facilities  
Policy LD1 Landscape schemes

Natural Resources and Waste Local Plan:

8.4 The relevant Natural Resources and Waste Local Plan (adopted) policies are listed below for reference:

AIR 1	Management of air quality through development
WATER 1	Water efficiency
WATER 2	Protection of water quality
WATER 4	Development in flood risk areas
WATER 6	Flood risk assessments
WATER 7	Seeks to ensure no increase in the rate of surface water run-off and the incorporation of sustainable drainage techniques.
LAND 1	Requires submission of information regarding the ground conditions
LAND 2:	Relates to development and trees and requires replacement planting where a loss is proposed.

Aire Valley Area Action Plan (AVLAAP):

8.5 The site lies within the boundary of the Aire Valley Leeds Area Action Plan (AVLAAP) and the site is identified for housing and other specified developments (AV11). The following policies are considered to be of relevance:

<u>AVL4:</u>	General employment development in Aire Valley Leeds.
<u>AVL8:</u>	Improving public health in Aire Valley Leeds.
<u>AVL12:</u>	Strategic Transport Infrastructure Improvements in Aire Valley Leeds.
<u>AVL13:</u>	Green Infrastructure Network.
<u>AVL15:</u>	Tourism and recreation in Aire Valley Leeds
<u>AVL17:</u>	Heat Networks in Aire Valley Leeds.

Supplementary Planning Guidance / Documents:

8.6 SPG10 Sustainable Development Design Guide  
SPG22 Sustainable Urban Drainage  
SPD Street Design Guide  
SPD Designing for Community Safety  
SPD Travel Plans  
SPD Sustainable Design and Construction  
Leeds Parking Policy (adopted)

National Planning Guidance:

8.7 In terms of national policy, the National Planning Policy Framework (NPPF) identifies a number of core planning principles of which include for planning to be genuinely plan-led with plans kept up-to-date and to provide a practical framework within which planning decisions can be made; proactively drive and support sustainable economic development and seek to secure high quality design.

- 8.8 Chapter 1 sets out the need to build a strong competitive economy in order to create jobs and prosperity and that the planning system does everything it can to support sustainable economic growth.
- 8.9 Chapter 4 confirms that transport policies have an important role to play in facilitating sustainable development. In particular reference to this application proposal, para. 31 advise that '*the primary function of roadside facilities for motorists should be to support the safety and welfare of the road user*' and the advice contained within this chapter deals with sustainable transport modes and avoiding severe highway impacts.
- 8.10 Chapter 7 advises that the Government attached great importance to the design of the built environment stating that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- 8.11 Chapter 10 identifies planning's key role in supporting the delivery of renewable and low carbon energy. Inappropriate development in areas at risk of flooding should be avoided.
- 8.12 Chapter 11 advises the planning system should contribute to and enhance the natural and local environment and prevent unacceptable risks from pollution and land stability as well as avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development.
- 8.13 Chapter 12 considers where a development proposal will lead to a less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

## **9.0 MAIN ISSUES**

1. Principle of development
2. Layout, design and appearance
3. Landscaping and ecology
4. Highways implications
5. Flood risk and drainage
6. Community Infrastructure Levy (CIL)
7. Other matters

## **10.0 APPRAISAL**

### **Principle of development**

- 10.1 The principle for development for a Motorway Services Area (MSA) has been established through the grant of outline planning permission, with matters being reserved, including details of layout, scale, appearance and landscaping.
- 10.2 The MSA proposal represents a significant investment that will generate substantial new employment opportunities. The proposal lies at a strategic eastern gateway of the city and will help attract investors and occupiers and will make a positive contribution to the delivery of economic development, assisting the adjacent Leeds City Region Enterprise Zone, the Aire Valley and the wider East Leeds area.

### **Layout, design and appearance**

- 10.3 At outline planning stage (Ref: 16/02757/OT) a series of indicative design details to show the site layout and the details of the proposed MSA facilities were provided. It was recognised at that time that the various site constraints (incl. significant ground level changes, former coal mining groundworks, flood risk areas, electricity pylon easements etc) were strong influences on the indicative site layout presented and offered a degree certainty as to the likely layout to be advanced at reserved matters stage. The detailed design maintains the principles of the outline permission and adheres to the parameters set and assessed at that stage with regard to the configuration of the uses/ buildings within the site, the building heights, access and internal circulation, landscaping works, surface water drainage and flood compensation proposals.
- 10.4 The proposed development is accessed from the east via the approved highway access roundabout from Junction 45 of the M1 Motorway. The proposed internal road layout of the site provides a direct route to distinct parts of the site with the fuel filling station and service yard accesses positioned adjacent to the site entrance. The HGV parking is located to the north where it will be screened from views due to the higher ground levels and landscaping that it is to border.
- 10.5 The main car parking area lies immediately to the front of the Facilities Building and provides legible pedestrian routes to the building entrances of the main building and the adjoining hotel. The car park layout follows the curve of the Facilities Building and soft landscaping (incl. tree planting) is incorporated within the car park to break up the expanse of hardsurfacing and contribute towards an attractive setting for the development. By virtue of the building position, its oversailing roof design and the associated planted bunds will screen much of the service yard area, keeping this functional activity away from view.
- 10.6 To the south of the Facilities Building is a generous external amenity area which contains an appropriate mix of tree, shrub and flower planting and offers views to the wider landscape (Skelton Lake). Positive connections with this existing green infrastructure have been achieved with on-site footpaths linking in with the existing bridleway networks affording access to the wider Aire Valley and the planned residential areas nearby.
- 10.7 Overall, the site layout advanced within this reserved matters proposal carries forward the design principles indicatively illustrated within the outline permission and result in a logical and thoroughly well considered site arrangement.
- 10.8 As with the proposed site layout, the design and appearance of the Facility Building reflects the design principles and parameters presented at outline planning stage. The Facilities Building adopts a bespoke design, providing an innovative, landmark building that will successfully integrate with the surrounding landscape.
- 10.9 The Facilities Building comprises a series of interconnecting buildings which lie beneath a large oversailing roof. The roof is the primary design feature and is formed by a series of undulating ribbons that extend over the building (on an east-west axis). The ribbons use 'glu-lam' timber structure supports and framework to reference the surrounding natural landscape. The heights of the roof respond to the relative heights of the buildings below, for example, the high points being at the viewing area and low points at building entrances. The roof ribbons accommodate meadow planting which are to provide variety and help assimilate the building with the ground level planting around the site. The ends of the front ribbons include a 'ha-ha' detail, building up the ground levels to provide a visual connection between the roof and the ground, integrating the building within the landscape. The undulating form of the roof allows



for the introduction of clerestory glazing to be inserted which will provide natural light into the central atrium.

- 10.10 During the detailed design stage the footprint of the hotel was increased and re-configured (to respond to likely operator requirements) and the undulating roof ribbons do not now extend over the hotel element, as indicatively illustrated at outline planning stage and as picked up in comments received from Leeds Civic Trust. The front roof ribbons do however extend across the full width of the Facilities Building (incl. hotel) taking account of the primary views available from within the site and from the motorway carriageway and junction to the north. Views of the hotel building from the motorway to the south-west are extremely limited owing to the elevated position of the carriageway, the direction of travel and the established intervening landscaping to the verges and site boundary. Moreover, views of the hotel building from the bridleways to the south of the site will be filtered by tree planting and this element will be seen as a subservient building when viewed in context with the larger main facilities building and living roof above.
- 10.11 The footprint of the Facilities Building has been simplified since the presentation of the indicative details at outline planning stage. A hierarchy has been applied to the height, scale and the external material finishes of the interconnected building elements contained beneath the oversailing roof form. The tenant accommodation block and atrium is the most prominent building, constructed in natural stone, providing an obvious point of entry and access to the rest of the building. The glazed double height atrium space is open to the oversailing roof and is to provide a light, airy internal space. The pavilion building element is positioned to the southern side of the atrium and provides access to the outside space, and this is referenced in the choice of dark stained timber wall cladding to reflect the natural landscape beyond. The hotel is a subservient element, set behind the front roof ribbons, incorporating simple detailing and a light coloured brickwork.
- 10.12 In accordance with the outline proposal, the Facilities Building floor layout includes community space for the provision of a visitor centre and the details associated with the terms of use for the visitor centre facility are to be addressed separately under the planning condition discharge process. In addition, a viewing area is also incorporated at second floor level and will provide views of the wider area from an elevated position. Moreover, a multi-faith room is located on the first floor and all these facilities will be conveniently accessed by lift.
- 10.13 Overall, the design approach advanced within this reserved matters is considered to be of high quality and represents an innovative form of development that warrants planning officer support.

### **Landscaping and ecology**

- 10.14 This reserved matters submission includes landscaping proposals associated with Phase 2- Facilities Building and the wider site (except the extent of the highway access road which is separately considered under Ref:17/08434/RM) and are considered to accord with the landscape framework proposals advanced under the outline permission Ref: 16/02757/OT.
- 10.15 The range of hard and soft landscaping proposals are considered to positively integrate the development into the surrounding area, creating an attractive setting for the proposed development, providing generous usable amenity spaces, suitable on-site screening, enhance access to existing green infrastructure (e.g. Skelton Lake) whilst also addressing the needs of biodiversity and creation of habitats. The proposals provide an appropriate mix of planting, as well as a suitable use of hard

surfacing materials to complement the proposed development and its wider locality. The living/ green roof of the Facility Building is an important landscape and ecological design feature and is considered to be well integrated with the proposed ground level landscape scheme.

- 10.16 Alongside details of the proposed soft landscaping works this submission is accompanied by appropriate tree protection measures, which have since been agreed by officers through planning condition discharge Ref: 17/07949/COND. Other related landscape and ecological details covering a construction environment management plan, a biodiversity enhancement and management plan, ecological surveys, lighting designs and a landscape management plan have also been accepted by Landscape and Nature Conservation officers through separate planning condition discharge process.

### **Highways implications**

- 10.17 It has been previously demonstrated that there is adequate provision for access from the highway network for all users of the site and the proposed development will not adversely impact on the safety or operation of the highway network. Minor amendments are to be undertaken to the internal road layout and configuration to address the Highway Officer requests and an update regarding these will be provided as part of the officer presentation. The precise details of the electric vehicle charging points and cycle parking are to be included under a separate planning condition discharge process.

### **Flood risk and drainage**

- 10.18 A drainage strategy has previously been agreed in principle for the site and a planning condition discharge application Ref: 17/08429/COND is currently being assessed by the Flood Risk Management officer in respect of this phase of development.

### **Community Infrastructure Levy (CIL)**

- 10.19 CIL was adopted by Full Council on the 12<sup>th</sup> November 2014 and was implemented on the 6<sup>th</sup> April 2015. Phase 2 of this phase of this development incurs a liability at the rate of £5 per square metre (plus the yearly BCIS index). Based upon the floorspace involved a contribution of £49,619.48 is generated. This information is not material to the planning decision and is provided for Panel Member's information only.

### **Other matters**

- 10.20 Condition 38 of the outline permission (Ref: 16/02757/OT) requires any subsequent reserved matters application to be accompanied by further information relating to the investigation and treatment of coal mining legacy. Comments from the statutory consultee, The Coal Authority, are awaited and the response will be reported verbally to Members at the Panel meeting.
- 10.21 This reserved matters application provides design details of the Facilities Building and an assessment of incorporating measures to help reduce energy consumption and deliver reductions in CO2 emissions and the feasibility of establishing connections with the district Heating Network are secured by planning conditions under the outline permission.

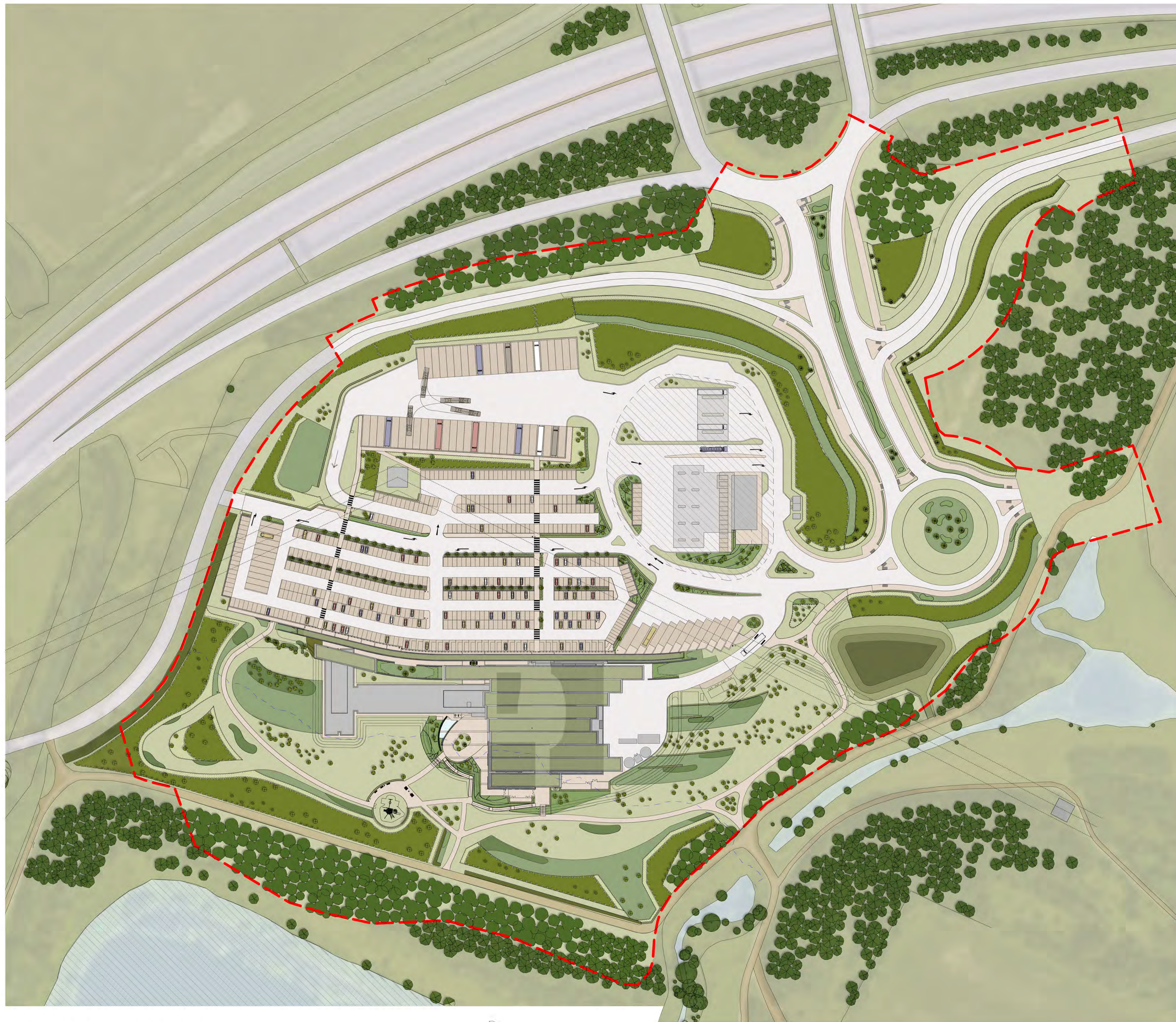
## **11.0 CONCLUSION:**

- 11.1 The details accompanying this reserved matters application relate to Phase 2 (Facilities Building), including the landscaping and car parking for this MSA development proposal.
- 11.2 The detailed design of the site layout, Facilities Building and landscaping maintain the principles of the outline permission and adheres to the parameters set and assessed at that stage. The resultant design has produced an innovative form of development that successfully integrates the building with the local landscape and provides a high quality and attractive setting for users of the MSA and those who use the area surrounding Skelton Lake as an amenity. The details provide a consolidation of the hard and soft landscaping, drainage and groundwork details that have been included within separate planning condition discharge applications following the grant of outline permission 16/02757/OT. The proposed development is considered to accord with the adopted Core Strategy (2014), the saved policies of the Unitary Development Plan (Review 2006), the Natural Resources and Waste Plan (2013) and the Aire Valley Area Action Plan (2017) and this reserved matters application, in respect of Phase 2 of the MSA development proposals, is recommended for approval.

**Background Papers:**

Application file Ref: 17/08435/RM





**General Notes:**

1. The site boundary is shown as Spaworth's drawing P-3834-3D-C-0000-0007- Revision M.
2. The proposed site layout is subject to input from Curtins regarding the site levels, attenuation pond layout and flood attenuation area.
3. All proposed landscaping information is based on drawings provided by Smeeden Forman.
4. Information relating to the hard landscaping and boundary treatments is based on drawings provided by Smeeden Foreman.
5. The layout of the fuel filling station is shown indicatively and is subject to a separate reserved matters application by the fuel filling station design team.
6. Contouring information around the south of the building is based on information provided by Curtins and Smeeden Forman.
7. For Hatches Key, refer to Smeeden Forman landscape drawings.

- - - - - Indicates Approximate Site Boundary
- - - - - Indicates Location of Existing Flood Plain

**SITE PLAN KEY**

- 1. Site Boundary
- 2. Existing Trees to be Retained
- 3. Existing Hedge to be Retained
- 4. Proposed Trees
- 5. Proposed Hedge
- 6. Proposed Woodland Tree Mix
- 7. Proposed Woodland Shrub Mix
- 8. Proposed Wildflower Mix
- 9. Proposed Wildflower Wetland Mix
- 10. Proposed Low Maintenance Grass Seed
- 11. Proposed Bulb Planting Drifts
- 12. Proposed Flower Planting

**SITE PLAN KEY**

1. Junction 45
2. Knowsthorpe Lane
3. Pontefract Road
4. Skelton Lake
5. Facilities Building
6. Link Building
7. Hotel
8. Main Forecourt (Stage 1)
9. HGV Forecourt (Stage 1)
10. Attenuation Pond
11. Attenuation Pond
12. HGV Parking
13. Car Parking
14. Coach Parking
15. Caravan Parking
16. Motorcycle Parking
17. Cycle Parking
18. Long Load
19. Bus Stop
20. Bus Only Access
21. Service Yard
22. Children's Playground

**Parking Numbers**

Car Parking (2.5 x 5.0m)	550 (30No. DDA)
HGV's (4.0 x 17.0m)	50
Motorcycles (1.7 x 5.0m)	12
Caravans (3.25 x 12.7m)	12

P2 18.12.17 Substation relocated to client comment  
P1 14.12.17 Updated in accordance with VE exercise

Rev: Date: Description: By: Rvw:

**architecture 519**  
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Client  
**EXTRA MSA LEEDS LTD.**

Project  
2259 LEEDS SKELTON LAKE SERVICES

Projec	Originato	Volun	Level	Type	Role	Number
<b>LSL - 519 - ZZ - XX - DR - A - 0724</b>						
<b>PROPOSED COLOURED SITE PLAN</b>						
Status	Code	Suitability				
	S2	Suitable for Information				
Revision	Code	Revision				
	P2	Planning				

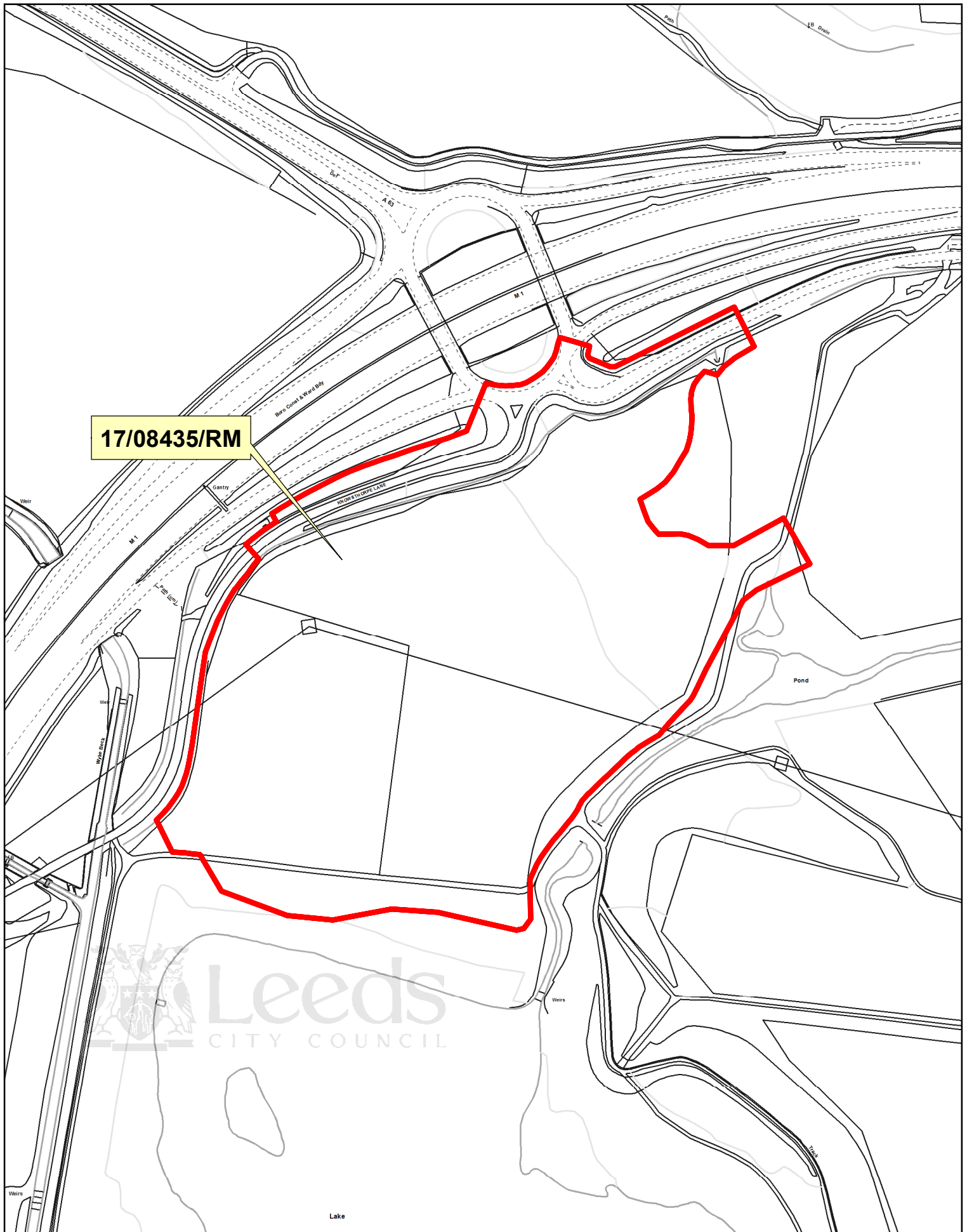
Created	Reviewed	Date:	Scale at A1:
KA	SB	11.12.17	As indicated

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**PROPOSED OVERALL SITE PLAN**

1 : 1000





17/08435/RM

# CITY PLANS PANEL

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

SCALE : 1/4000

