



## Report of the Chief Planning Officer

### *PLANS PANEL WEST*

Date: 21<sup>st</sup> July 2011

**Subject: APPLICATION 11/01857/OT - OUTLINE APPLICATION INCLUDING LAYING OUT OF ACCESS ROAD, PUBLIC OPEN SPACE AND ERECTION OF 54 DWELLINGS WITH ASSOCIATED CAR PARKING, LANDSCAPING AND FULL APPLICATION FOR THE REFURBISHMENT OF INDUSTRIAL BUILDING AND THE REPLACEMENT OF 1 INDUSTRIAL BUILDING AT SPRINGHEAD MILLS, GUISELEY, LEEDS, LS20 9BL.**

#### **APPLICANT**

Evans Property Group

#### **DATE VALID**

12 May 2011

#### **TARGET DATE**

11 August 2011

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

Guiseley and Rawdon

Yes

Ward Members consulted  
(referred to in report)

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

Equality and Diversity

Community Cohesion

Narrowing the Gap

#### **RECOMMENDATION:**

**DEFER AND DELEGATE approval subject to the signing of Section 106 agreement to include contributions of £20,000 for off-site highway works, of £59,245 for public transport improvements, of £2,500 for Travel Plan measures, of £37,171.20 for a residential Metrocard scheme, of £257,245 for education contribution; of eight affordable housing units, and subject to the following conditions:**

1. Outline condition, Reserved Matters approval will be required for appearance, landscaping and scale;
2. Time Limit on Outline Permission; 2 years for submission of details, 2 years to commence development;
3. Plans to be approved;
4. Materials details and samples of external walling, roofing and surfacing
5. Regularly coursed natural stone to be used for all external walling and a sample panel to be approved.
6. Photographic / measured survey of buildings and walls to be demolished required.
7. Hand demolition only of building to be substantially retained.

8. Details of boundary treatments to be approved and carried out.
9. Hard and soft landscape scheme to be approved in writing and implemented.
10. Replacement planting to be carried out.
11. Drainage scheme to be approved and implemented.
12. Area used by vehicles laid out, surfaced and drained;
13. Details of cycle parking;
14. Details of motorcycle parking;
15. Redundant access points closed and footway reinstated;
16. Implementation of travel plan measures;
17. Provision of pedestrian accessibility audit and implementation of necessary measures;
18. Construction access and parking plan;
19. Details of footway improvements;
20. Contamination and remediation to be carried out as required.
21. Biodiversity enhancement measures including bird and bat roosts;
22. Proposed levels details;
23. Specified operating hours (construction); no Sunday / Bank Holiday operations;
24. Submission of statement of construction practice;
25. Submission of sustainable construction statement;
26. Code for sustainable homes certification (level 3 minimum);
27. Sound insulation scheme for employment units;
28. Specified opening / delivery hours for employment units;
29. Submission of phasing plan including dwellings, roads, footpaths, parking, landscaping and drainage;
30. No demolition until scheme for rebuilding and phasing approved, which thereafter shall be implemented.
31. In granting permission for this development the City Council has taken into account all material planning considerations including those arising from the comments of any statutory and other consultees, public representations about the application and Government Guidance and Policy as detailed in the Planning Policy Guidance Notes and Statements, and (as specified below) the content and policies within Supplementary Planning Guidance (SPG), the Regional Spatial Strategy 2008 (RSS) and The Development Plan, the Leeds Unitary Development Plan Review 2006 (UDPR).

UDPR Policies SA1, SP3, SP4, GP5, GP7, GP9, E7, BD2, BD5, H1, H3, H4, H11, H12, H13, LD1, N2, N4, N12, N13, N18A, N18B, N19, N20, N22, N23, N25, N38B, N39A, T2, T2C, T2D, T15, T24.

Supplementary Planning Guidance: Affordable Housing (SPG3); Interim Affordable Housing Guidance – Issued 1<sup>st</sup> June 2011, Greenspace relating to new housing development (SPG4); Neighbourhoods for Living (SPG13); Sustainable urban drainage (SPG22).

Supplementary Planning Documents: Public Transport Improvements and Developer Contributions; and Travel Plans.

Regional Spatial Strategy adopted May 2008: H1: Provision and distribution of housing; H2: Managing and stepping up the supply and delivery of housing; and H5: Housing mix.

National Planning Policy Guidance: PPS1: Delivering Sustainable Development; PPS3: Housing; PPS5: Planning for the Historic Environment; PPG13: Transport; and PPS25: Development and Flood Risk.

On balance, the City Council considers the development would not give rise to any unacceptable consequences for the environment, community or other public interests of acknowledged importance.

## **1.0 INTRODUCTION:**

- 1.1 This application is brought to Panel due to the scale and amount of development on the site and due to the high level of local interest in the proposals.

## **2.0 PROPOSAL:**

- 2.1 The proposal is to demolish the principal brick mill buildings, lay out an access road, create a public open space and to erect a residential development, comprising of 54 dwellings. The proposal also involves the refurbishment and replacement of two buildings in employment use. It is proposed to partially demolish the larger building, but to entirely demolish and rebuild the smaller building.

## **3.0 SITE AND SURROUNDINGS:**

- 3.1 The application site lies within the urban area of Guiseley, close to Guiseley Town Centre which is to the south west of the site. To the immediate east of the application site are houses and to the south east, the Aireborough Leisure Centre. To the immediate west lies open land which forms public open space. To the north of the site is Springfield Road which runs into Well Lane. This section of highway is dog legged and primarily serves housing. The site is next to the Guiseley Town Gate Conservation Area which is located to the north, east and west of the site. The north east corner of the site is proposed to be included within the GTGCA in the Guiseley Conservation Area Appraisal and Management Plan, which is presently in consultation draft form.
- 3.2 The general character of the local area is dominated by a series of distinctive stone terraces of generally a 2 and 2 ½ storey scale albeit there are limited examples of 3 storey developments. The predominant materials are stone and slate. The style of architecture is compact and symmetrical. The area is of attractive character, and this is reflected in its status as a conservation area. This pattern of development provides a distinctive local character.
- 3.3 The site itself is of an irregular shape and comprises 1.9 hectares of land occupied by a number of buildings of different qualities. Some of these are currently used and others previously used for commercial purposes. The most interesting and architecturally pleasing buildings are located generally within the north eastern corner of the site and comprise traditional mill buildings which sit adjacent to Well Lane and contribute positively to the character of the area. These particular buildings are used as small workshop units for commercial and light industrial purposes. The other significant building largely occupies the remainder of the site and is a substantial utilitarian structure, being brick built unit with asbestos roofing.

## **4.0 RELEVANT PLANNING HISTORY:**

- 4.1 There is a lengthy planning history relating to this site much of which is not considered to be relevant to the current proposals.
- 4.2 However, in 2006 an application was submitted for the demolition of mill, laying out of access and erection of 80 dwellings with the refurbishment of retained buildings for employment use. This was withdrawn on the 20<sup>th</sup> November 2006.

- 4.3 An outline application was submitted in 2009 to demolish mill buildings, layout access road and erect residential development, comprising dwellings, sheltered accommodation (use Class C3) and care home (use class C2) and conversion of mill building to residential (indicative only), with car parking. This too was not considered acceptable and was withdrawn.
- 4.4 A second outline application was submitted in 2009 which was similar to the previous one, and sought consent for demolition of mill buildings, laying out of access road and erection of residential development, comprising of dwellings, sheltered housing accommodation (use class C3) and care home (use class C2) and conversion of mill building to residential (indicative only), with car parking.
- 4.5 This was refused consent by the Plans Panel West of 15<sup>th</sup> April 2010 for reasons relating to:
- Insufficient provision of affordable housing,
  - Insufficient provision of additional or improved Greenspace,
  - Insufficient enhancements to strategic public transport infrastructure, basic public transport site access provision and failure to encourage and promote access by sustainable modes of travel,
  - Inadequate information to enable an informed decision to be made regarding the impact of the proposal on the highway network,
  - The over intensive nature, height, scale, massing, layout and associated parking appearing over dominant and inappropriate in relation to the surrounding character of the area,
  - Failure to demonstrate that the development meets the needs of balanced provision of housing and mixed communities,
  - Insufficient detail in particular in respect of the proposed C2 'assisted living' block.

## **5.0 HISTORY OF NEGOTIATIONS:**

- 5.1 The preceding application (09/05311/OT) was not the subject of a formal pre-application submission, although there was some ongoing dialogue between officers and the applicants. The application was similar in content to the application submitted in January 2009 (09/00107/OT), the key difference being a revision to the design of the assisted living block.
- 5.2 A meeting was held on 2<sup>nd</sup> February 2010 between officers, the applicants and Ward Members Councillor Graham Latty and former Councillor Stuart Andrew to discuss issues raised by the application. A public consultation event involving the same Councillors and Council officers took place at Aireborough Leisure Centre on 10 February 2010, while other public consultation events were held by the applicants on 22<sup>nd</sup> and 23<sup>rd</sup> March 2010. Members will recall that a Position Statement was presented to the Plans Panel West meeting of 18<sup>th</sup> February 2010.
- 5.3 A further public consultation event was held by the applicants on 16 and 17<sup>th</sup> July 2010 where the residential scheme proposals were exhibited. Following this event formal pre-application discussions have been held between officers and the applicants. This includes a pre-application meeting held on 9<sup>th</sup> November, and a subsequent design workshop.
- 5.4 Guiseley and Rawdon Ward Members have been regularly briefed by officers on these proposals.

5.5 Members will recall that a Pre-application Report regarding the current proposals was presented to the Plans Panel West meeting of 3rd February 2011. Members noted the contents of the presentation and were generally very supportive of the revised development. Specific comments by Members related to improved design quality, conservation issues, impact of construction traffic, and the improved greenspace proposed.

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

6.1 The application has been advertised by means of site notices dated the 20<sup>th</sup> May 2011, and a notice published in the Wharfe Valley Times dated 9<sup>th</sup> June 2011. Copies of all plans and supporting information have also been made available at Guiseley Library. To date twenty-five representations have been received. The main points of objection can be summarised as follows:

6.2 Letters of objection raise concerns that:

- The proposed development is out of character with the area and the character of the Conservation Area;
- The scale and proportions of the units are too excessive;
- Loss of privacy and overlooking issues;
- Increased noise and disturbance;
- The proposal will result in increased traffic congestion;
- There is an insufficient amount of on street car parking in the area and the development will exacerbate this problem;
- The demolition waste may contain hazardous substances;
- Loss of traditional buildings;
- Proposals will place extra pressure on already stretched health services and other related infrastructure such as schools;
- Access to and from the site by construction vehicles will have serious implications for road safety;
- Insufficient details have been provided to deal with waste disposal, foul sewage, flood risk and land contamination issues.

6.3 Leeds Civic Trust have submitted a letter in support of the proposals on the grounds that they would place a more fine-grained development within the urban area, and as such would be more appropriate than a major industrial complex.

## **7.0 CONSULTATIONS RESPONSES:**

7.1 An outline of the main points raised are provided below:

### **7.2 Statutory:**

#### ENVIRONMENT AGENCY:

7.3 No objections subject to conditions being appended to any subsequent planning consent relating to improvement of the existing surface water disposal system.

#### YORKSHIRE WATER:

7.4 The submitted site layout details and Flood Risk Assessment are not acceptable to Yorkshire Water as the proposed new buildings would be located over the line of existing sewers. However, the details submitted with the application indicate that the sewer is to be abandoned as the majority of the sewer serves the existing buildings that are to be demolished and will therefore become redundant. The existing sewer

does however serve the two employment buildings and these are shown as being reconnected to new sewers.

7.5 The local public sewer network does not have capacity to accept any additional discharge of surface water from the proposal site. Sustainable Systems (SUDS), for example the use of soakaways and/or permeable hard standing, may be a suitable solution for surface water disposal;

7.6 An off-site foul and an off-site surface water sewer may be required.

#### **MAINS DRAINAGE:**

7.7 The submitted FRA does not adequately address issues regarding the public sewer which crosses the site, surface water discharges, and the feasibility of infiltration drainage methods. A number of conditions are therefore suggested.

7.8 Local residents have raised concerns about the drainage of the site, in particular in respect of the presence of a high water table. However consultations with the statutory drainage body indicates that there would not be grounds to resist the proposals on drainage grounds.

#### **HIGHWAYS:**

7.9 The submitted TA represents a robust assessment of the traffic generated by the existing site.

7.10 While the assessment demonstrates that the network is busy, particularly at peak times, the impact of the additional trips that would be generated by the proposal would not be discernible on the highway network. A number of conditions are suggested.

#### **Non-statutory:**

##### **METRO:**

7.11 The developer will need to enter into an arrangement with Metro in relation to the Residential MetroCard Scheme; the total liability shall be £37,171.20.

##### **NGT / PUBLIC TRANSPORT TEAM:**

7.12 The proposed use will have a significant travel impact.

7.13 Under the terms of the SPD guidance, a financial contribution proportionate to the travel impact of the scheme will be required towards the cost of providing the strategic transport enhancements (detailed in the SPD) which are needed to accommodate additional trips on the network.

7.14 The formula within the adopted SPD gives a required public transport contribution of £59,245.

##### **CONTAMINATED LAND:**

7.15 No objection to planning permission being granted, as long as conditions and directions are applied.

7.16 Development shall not commence until a Phase II Site Investigation Report has been submitted and approved in writing.

#### TRANSPORT POLICY (TRAVEL WISE):

- 7.17 In accordance with the SPD on Travel Plans the Travel Plan should be included in a Section 106 Agreement.
- 7.18 The Travel Plan needs to include information on pedestrian, cyclist and wheelchair access to the site and nearby facilities. The Travel Plan should also show the safe routes to local schools. Footway improvements are also supported.
- 7.19 Travel Plan monitoring must be undertaken within three months of initial occupation and annually thereafter, for at least five years post full occupation.

#### ENVIRONMENTAL HEALTH:

- 7.20 During demolition and construction of this site residents will suffer a significant loss of amenity; conditions are recommended regarding minimizing of dust, operating hours, sound attenuation measures for the employment units and opening / delivery hours.

### **8.0 PLANNING POLICIES:**

- 8.1 As required by Section 38(6) of the Planning and Compulsory Purchase Act 2004 this application has to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The development plan consists of the Regional Spatial Strategy for Yorkshire and the Humber adopted in May 2008 and the Leeds Unitary Development Plan Review (2006).
- 8.2 The most relevant Policies in the adopted Leeds Unitary Development Plan are outlined below.
- 8.3 Regional Spatial Strategy adopted May 2008:
- H1: Provision and distribution of housing;
  - H2: Managing and stepping up the supply and delivery of housing; and
  - H5: Housing mix.
- 8.4 UDPR Policies:
- SA1 Securing the highest environmental quality;
  - SP3: New development should be concentrated within or adjoining the main urban areas and should be well served by public transport;
  - SP4: Public transport infrastructure;
  - GP5: General planning considerations;
  - GP7: Guides the use of planning obligations;
  - GP9: Promotes community involvement during the pre-application stages;
  - E7: Retention of Employment land;
  - BD2: Design of buildings should complement skylines and vistas;
  - BD5: Consideration to be given to amenity in design of new buildings;
  - H1: Provision for completion of the annual average housing requirement identified in the Regional Spatial Strategy;
  - H3: Delivery of housing land release;
  - H4: Residential development on non-allocated sites;
  - H11, H12 and H13 Affordable Housing;
  - LD1: Criteria for landscape design;
  - N2 and N4: Provision of green space in relation to new residential developments;
  - N12: Development proposals to respect fundamental priorities for urban design;
  - N13: Building design to be of high quality and have regard to the character and appearance of their surroundings;

- N18A to N22: conservation areas;
- N23: Incidental open space around new built development;
- N25: Seek to ensure the design of boundary treatments is positive;
- N38B and N39A: set out the requirement for a Flood Risk Assessment;
- T2: Seeks to ensure that developments will not create or materially add to problems of safety, environment or efficiency on the highway network;
- T2C Green Travel Plans;
- T2D Developer Contributions;
- T15: Improving vehicle accessibility; and
- T24: Requires parking provision to reflect detailed guidelines.

#### 8.5 Supplementary Planning Guidance:

- Affordable Housing (SPG3);
- Interim Affordable Housing Guidance – Issued 2008;
- Greenspace relating to new housing development (SPG4);
- Neighbourhoods for Living (SPG13); and
- Sustainable urban drainage (SPG22).

#### 8.6 Supplementary Planning Documents

- Public Transport Improvements and Developer Contributions; and
- Travel Plans.

#### 8.7 National Planning Policy Guidance:

- PPS1: Delivering Sustainable Development;
- PPS3: Housing;
- PPS5: Planning for the Historic Environment;
- PPG13: Transport;
- PPS25: Development and Flood Risk.

### **9.0 MAIN ISSUES:**

#### 9.1 The following main issues have been identified:

- Principle of housing development;
- Loss of employment land;
- Treatment of existing buildings and walls;
- The design, appearance, siting, scale and massing of the new dwellings;
- Highway access and layout;
- Landscaping and public open space; and
- Affordable housing.

### **10.0 APPRAISAL:**

#### **Principle of housing development:**

10.1 Section 38(6) of the Planning & Compulsory Purchase Act 2004, indicates that in considering planning applications the determination must be made in accordance with the plan unless material considerations indicate otherwise.

10.2 The application site lies within the urban area of Guiseley and has no specific land use proposal in the UDP Review (2006). Residential proposals which affect such areas will be treated on merit and subject to the requirements of housing policies H3 and H4.



10.3 Ordinarily the proposal would be considered acceptable in sequential terms as the Policy H3 identifies unallocated brownfield windfall sites as being within Phase 1 of Housing allocations which runs from 2003-2008. The site lies within an existing residential settlement on the edge of the town centre which is already served by existing infrastructure, including bus and rail links, capable of serving a development of the scale proposed subject to the provisos set out below. The proposal could be considered to comply with Policy H4 and the general principles of PPS3 in respect of raising density and locating new housing within existing settlements.

**Loss of employment land:**

10.4 Policy E7 of the UDP (as modified) requires that development on land last in employment use should only be permitted where:

- The site is not reserved for specific types of employment use under policies E8 and E18;
- Sufficient alternative employment sites exist district wide and are readily available in terms of quantity and quality so as not to prejudice the achievement of employment land strategy through policies E1 and E2;
- Within the locality there are sufficient alternative employment sites available in the locality so as not to prejudice opportunities for local employment uses; and
- The proposal would not result in environmental, amenity or traffic problems.

10.5 To assist in any assessment, the applicants have produced a survey and employment land analysis. The report assesses the impact of the proposed residential development and the loss of employment land in the context of Policy E7.

10.6 In summary, it is concluded that the loss of this site for employment purposes would not prejudice the current supply of employment land and would not have any detrimental effect on the land supply for the area.

10.7 To accompany this submission the applicants have also produced details of a marketing report which indicates that over a period of 7 years the site has been marketed by a number of agents. It states the promotion of the site has been conducted in conventional form and included site boards and press coverage. In summary it concludes that while the smaller units have been let from time to time, the larger units have failed to attract any tenants. The reasons cited for the lack of market interest include the age and condition of buildings, accessibility issues and that the buildings do not meet modern business requirements.

10.8 The Council's policy data team has assessed the findings of the employment and marketing report and its contents are not disputed.

10.9 Against this background the principle of residential development is considered to be acceptable subject to compliance with all other development control issues.

**Treatment of existing buildings and walls:**

10.10 The proposed use of the site is now predominantly as family housing, with employment use retained in two buildings in the north east corner of the site.

10.11 The site lies adjacent to, but outside of, the Guiseley Town Gate Conservation Area, although the north eastern corner is proposed to be included within an enlarged Guiseley Conservation Area. However at the present time this proposed change has not been formally adopted.

- 10.12 It is proposed to retain two stone buildings in the north eastern corner of the site for employment use. These would retain their existing access separate from the proposed residential development. However, in order to improve highway visibility it is proposed to demolish part of the northern end of the larger building to create a set back of approximately 5.5m. It is also proposed to demolish the smaller building and to rebuild it.
- 10.13 The proposal seeks to replace the existing building with a new single storey building with a similar footprint. The proposal aims to replicate the existing form of the building and, as far as possible, re-use the existing materials.
- 10.14 Additionally, it is also proposed to demolish the existing two single storey buildings situated opposite the Wells and Butt Lane with a new single storey building of similar built form and footprint. The boundary wall which lines Well Lane is proposed to be relocated to the back edge of a newly created public footpath. Again, as far as possible, existing stone would be re-used and the old works entrance gateway feature would be preserved and reinstated in the rebuilt wall.
- 10.15 The setting back of the larger building presents an opportunity for the creation of a public space encompassing the Guiseley Wells area opposite the site. This would be a high quality addition to the street scene, utilising high quality materials, and creating features such as a robust bench set within a recess.
- 10.16 This collection of buildings, including the boundary wall, are of historical significance and make a positive contribution the character of the area. As such they have been identified as positive buildings on the consultation draft Guiseley Conservation Area Appraisal and Management Plan. However, the proposed works have come about as a result of the protracted discussions between officers and the applicants stretching back to the first application in 2006.
- 10.17 The proposal to partially demolish and alter the buildings and wall would significantly improve pedestrian connectivity and highway visibility to the benefit of the overall scheme. It is likely that a scheme without such works would not receive officer support due to the same issues.
- 10.18 The application proposes to replace the demolished structures as closely as possible in terms of design, siting and materials. Overall therefore it is considered that on balance the benefits that the proposed changes to these buildings bring in terms of enabling a viable scheme outweigh any harm to the character of this part of the site.

**The design, appearance, siting, scale and massing of the new dwellings:**

- 10.19 The application has been submitted in outline for the residential parts with means of access and layout as the only detailed considerations, the scheme has been accompanied by a Design and Access Statement and by indicative plans showing the design of the houses.
- 10.20 Within the design and access statement it is stated that the design is at an advanced stage and represents an efficient and effective use of the space to accommodate the uses proposed. The design submitted is therefore a material consideration.
- 10.21 The character of the area adjoining the site to the north is uniform, compact and linear. It is therefore considered that any scheme to redevelop this site must

positively respond to this distinctive local character and reflect its intrinsic qualities in terms of form, pattern, space and movement.

- 10.22 The existing development is served by 3 entrances. Of these only one access off Well Lane is to be retained. The layout of the site would therefore comprise four culs-de-sac off a single access road.
- 10.23 A mix of 1, 2, 2½ and 3 storey units are proposed throughout the development. The distribution of these is proposed to complement the proposed layout. For example the larger three storey properties are proposed to act as visual stops, such as those framing the proposed enlarged public open space facing Springfield Terrace. Other three storey properties are generally proposed to be sited within the central areas of the scheme, where the perception of their bulk would be less evident. The proposed entrance to the site would be framed by 2½ storey properties, while the remainder would be 2 storey.
- 10.24 Properties are proposed to be arranged in four broad character areas – the area around ‘court b’ which would appear as a relatively hard surfaced area near to the north east corner of the site; larger units set well back from the access road; a more informal cul-de-sac around ‘court c’; and those properties around the perimeter of the site lining Well Lane and the proposed public open space.
- 10.25 The applicant contends that the new development aims to respond to the wider urban context. The proposal therefore involves a mix of mainly two and three storey dwellings of stone elevation with slate roofs. Design features include gables, square bays, stone heads and cills over windows. Some of the three storey properties, such as type ‘E’ include full length windows at first floor level. These property types also include integral garages.
- 10.26 Properties are mainly in relatively short terraces and are predominantly aligned north-south. Terraces would include properties only of the same number of floors, avoiding multi-level roof planes. All have rear gardens. Most properties would have in-curtilage parking, either on a private drive or garage. Four properties include an integral garage. The layout has avoided the need for exposed rear gardens, thereby negating the need for unattractive boundary treatments to road frontages and enhancing the inherent security of the proposal.
- 10.27 Indicative landscaping is shown to sites adjoining the main access spine, as well as to the proposed public open space. The latter would enhance the existing open space provision both quantitatively and qualitatively by providing a wedge of land to the south west of the site. This would relieve a existing pinch point and improve the usability of the space. The adjoining proposed dwellings would face the public open space, and provide natural surveillance.
- 10.28 The site is surrounded by traditional stone buildings in the Conservation Area in the historic heart of Guiseley. For this reason it is considered that the scheme should be constructed throughout of regularly coursed natural stone and a condition to this effect is recommended.

#### **Highways layout and access:**

- 10.29 The main vehicular and pedestrian access into the site is proposed to be via a single access road off Springfield Road. This would terminate at three turning heads, identified as courts ‘a’, ‘b’ and ‘c’. The layout also includes a turning head

which leads to two private drives along the boundary adjoining the park. These would include some parking spaces which would be softened by screen planting.

- 10.30 Within the site a total of 118 (including 11 visitor spaces) vehicular parking spaces are provided. Some of the units are served by communal parking areas, although separate parking courts have been avoided.
- 10.31 The existing access to the employment units would remain.
- 10.32 A Traffic Impact Assessment and Travel Plan accompany the application which considers the traffic and travel planning implications of the proposed redevelopment of the site.
- 10.33 It is considered that the submitted details represent a robust assessment of the traffic generated by the existing site. The analysis of the additional trips that would be generated by the development indicates that there would be an increase of 37 trips in both the AM and PM peak periods when assessed against 18% occupancy of the existing buildings on the site. This equates to an increase of approximately one trip every two minutes in peak periods. The impact of these additional trips would not be discernible on the highway network.
- 10.34 Clearly the existing employment buildings could be much more intensively used, and as such the impact of the redevelopment would be much less. The applicant has indicated that the site is now 40% occupied; on this basis the impact could be as low as 17 additional AM and PM peak hour trips, i.e. one additional peak hour trip every four minutes.
- 10.35 In highway engineering terms the submitted layout is acceptable. The proposal includes widening the frontage footway and this would improve visibility and consequently highway safety. However, to satisfactorily access the site from Springfield Road it is essential that controls on on-street parking are funded by the developer. The applicant is proposing to contribute toward the cost of Traffic Management measures on Springfield Road / Well Lane and the adjacent residential streets. If these restrictions include residents only parking zones then they will also fund via a commuted sum the cost of managing the zones for a period of ten years after their initial introduction.
- 10.36 The proposal would also need to provide additional footway improvements such as provision of a pedestrian link to the footpath to the west of the development, and improvement to the footpath to Aireborough Leisure Centre.
- 10.37 The cost of providing a Residential Metrocard Scheme would be £37,171.20. This would be covered in a Section 106 agreement.
- 10.38 In accordance with the requirements of SPD Public Transport Improvements, a public transport contribution of £59,245 would be required. This would be covered in a Section 106 agreement.

#### **Public open space and landscaping:**

- 10.39 The site at present does not include any significant soft landscape, although trees and shrubs bound the site. The proposal includes a substantial area of public open space to the south western corner of the site. This location would have the effect of enlarging the neighbouring park, and would relieve an existing pinch point. The site also includes areas of landscape planting such as areas adjoining the main access

road. The north east corner of the site would be treated as a more urban space and as such would lack landscape planting.

- 10.40 Based on the number of units indicated there would be a shortfall of on-site Greenspace, although as the site abuts Springhead Park it is considered that this shortfall can be dealt with through a financial contribution to enhancing existing Greenspace provision. The scheme would therefore require a commuted sum payment to contribute towards enhancing off-site POS provision.
- 10.41 The required Greenspace contribution is calculated at £167,077.31. This would be secured via a Section 106 agreement. It is proposed that greenspace contributions be used to implement improvements to the existing greenspace adjacent to the site to ensure that the contribution directly benefits the new and existing residents of the local area.
- 10.42 The applicant has produced a tree report to accompany this application but no landscape scheme.

#### **Affordable Housing:**

- 10.43 Council policy requires that on sites where 15 or more units are proposed affordable housing will be required. In this location the Council's Interim Affordable Housing Planning Guidance indicates that 15% of the total number of units should be affordable. In this case, the applicant has submitted the proforma to indicate 15% of units are proposed to be affordable, split 50/50 between social rented and submarket units. This is acceptable, however once a full application is submitted the types and location of the affordable housing units would need to be agreed. The affordable housing properties should represent a pro-rata mix of the total units to be built on site, and should be 'pepper potted' across the scheme and sold to an Registered Social Landlord in line with the benchmark figures in the SPG.
- 10.44 In this context the development is compliant with UDP policies H11, H12, and H13 and the related SPD.
- 10.45 It should be noted that any Section 106 agreement would need to be recession proofed in respect of all contributions in order to ensure that the scheme would be delivered as agreed within the appropriate timescale.

#### **Education contribution:**

- 10.46 Assessing the need for additional school places a housing development would generate is usually done by use of formulas to calculate the likely numbers of pupils generated by the proposal over and above the existing local school place capacity.
- 10.47 In this case, an average pupil generation rates would suggest a likely total of 13 primary pupils and 6 secondary pupils.
- 10.48 The nearest schools to the site are Guiseley Infants, St Oswald's Junior and Guiseley School of Technology. Council data shows that there is no surplus accommodation within any of these schools. Therefore any additional requirement for school places generated by the proposal would require a contribution toward the cost of providing this accommodation.
- 10.49 The calculations indicate a requirement for contributions of £160,505 for primary schools, and £96,740 for secondary schools.

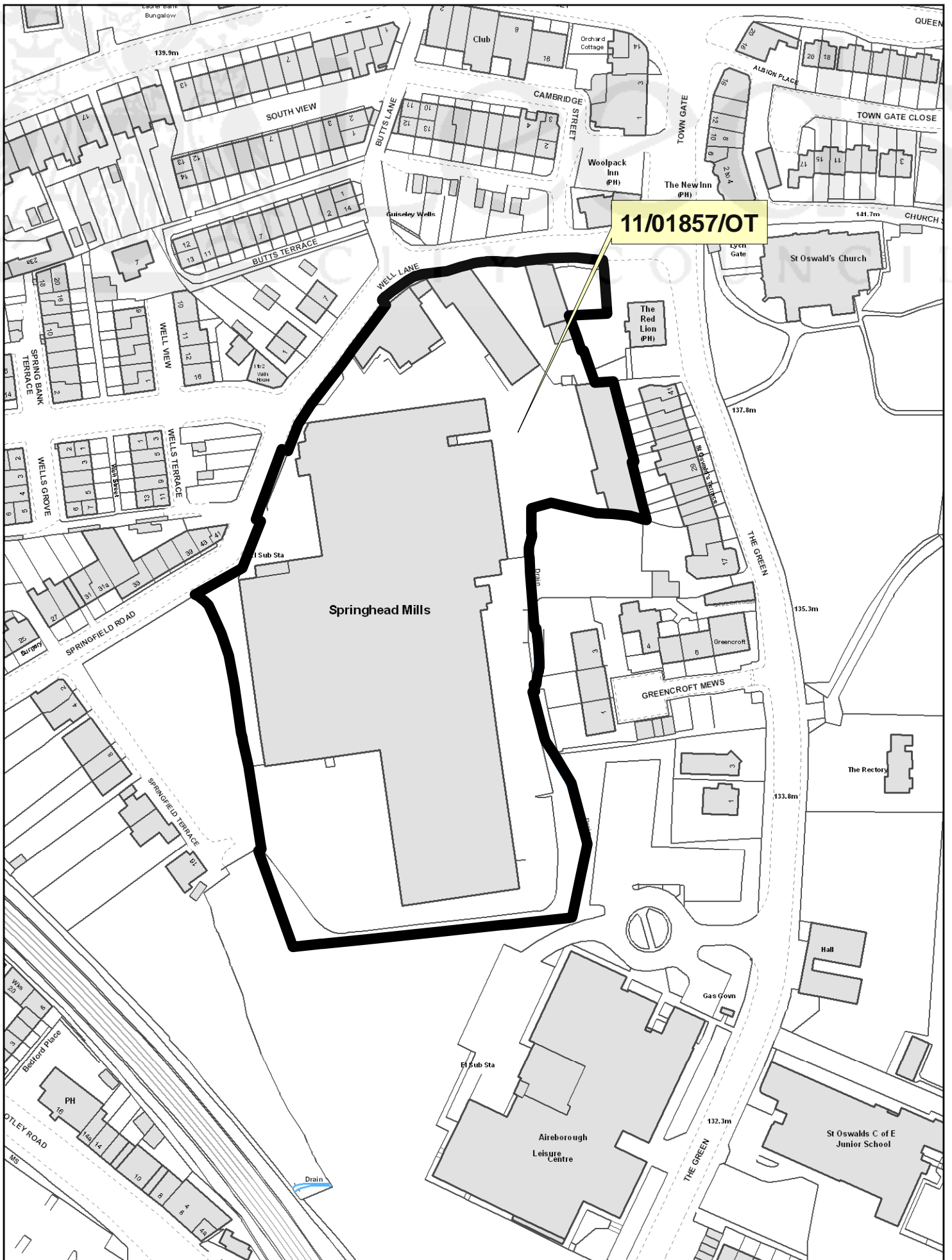
## **11.0 CONCLUSION:**

- 11.1 After careful consideration of all relevant planning matters it is considered that the proposed development is acceptable and complies with the planning policies set out in the Leeds Unitary Development Plan Review (2006) and supplementary planning guidance planning related to affordable housing, greenspace, green travel and public transport infrastructure.
- 11.2 In terms of general design, it is considered that the indicative layout responds adequately to the character of the area and provides an opportunity to create a high quality housing scheme in a sustainable location. The proposal is therefore recommended for approval.

### **Background Papers:**

Application file.

Certificate of Ownership



# EAST PLANS PANEL

