



Report of the Chief Planning Officer

PLANS PANEL WEST

Date: 15 September 2011

Subject: APPLICATION 11/02169/FU – SUPERMARKET WITH CAR PARKING AND LANDSCAPING AT OTLEY ROAD, GUISELEY, LEEDS, LS20 8LZ.

APPLICANT

ALDI Stores Ltd and Stirling
Investments

DATE VALID

26 May 2011

TARGET DATE

25 August 2011
(*Planning Performance
Agreement*)

Electoral Wards Affected:

Guiseley & 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 to the Chief Planning Officer, subject to the signing of a Section 106 agreement within three months from the date of the resolution to ensure the following: -

- **Travel Plan, Travel Plan Coordinator and monitoring fee of £2,500;**
- **Bus Shelter improvements of £10,000;**
- **Public Transport enhancements of £64,302;**
- **Agreed off-site highway works including TRO parking restrictions (completed via a S278 Agreement);**
- **Store to be a discount supermarket only; and**
- **Local employment initiatives.**

and subject to the following conditions:

1. 3 year time limit;
2. In accordance with the approved plans;
3. Area used by vehicles laid out, surfaced and drained;

4. Max gradients to areas to be used by vehicles
5. Car park max stay;
6. Details of cycle parking;
7. Details of motorcycle parking;
8. Travel Plan Measures;
9. Methods to be employed to prevent mud, grit and dirt being carried onto the public highway;
10. All off-site highway works completed before first occupation;
11. The access boundary treatment details;
12. Materials details and samples of external walling and roofing;
13. Details of surface materials;
14. Construction management plan;
15. Specific hour of construction;
16. provision for customer and coach parking for Harry Ramsden restaurant during the construction period;
17. Store Opening Hours;
18. Store Delivery Hours;
19. Delivery Scheme;
20. Noise insulation scheme;
21. Provision of facilities for storage and disposal of litter;
22. Lighting Scheme;
23. Window Adverts;
24. Submission of Landscape Details;
25. Landscape maintenance and implementation;
26. Replacement planting within 5 years;
27. Protection of existing trees;
28. Tree pit and retaining wall details;
29. Boundary details;
30. Proposed levels details;
31. Scheme to secure the car park outside opening hours;
32. Drainage details to be approved.
33. Surface water run-off rate;
34. Provision of oil interceptors;
35. Site remediation.
36. 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 Leeds Unitary Development Plan 2001 (UDP) and the Leeds Unitary Development Plan Review 2006 (UDPR).

Policies SA2, SA5, SP7, GP5, N12, N13, A4, BD5, BC7, N12, N19, N39, LD1, S2, S5, T2 and T24.

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 the Plans Panel because it relates to a substantial development proposal and is subject to a Planning Performance Agreement with the applicant, which agrees that the application will be presented to Plans Panel for determination.

2.0 PROPOSAL:

- 2.1 This application seeks detailed planning permission for the erection of a single storey Aldi food store unit with car parking, servicing and landscaping. The application also provides an improved access and coach & car parking facility for the adjacent fish restaurant.
- 2.2 The proposal is to form an Aldi food store with a net sales area of 990sq.m with additional storage, staff and office facilities. The scheme provides a total of 72 customer and staff car parking spaces including 5 disabled, 7 parent and child spaces and 10 cycle spaces.
- 2.3 The redeveloped car park for the fish restaurant will comprise of 54 total spaces to include 3 disabled, 1 coach space.
- 2.4 The applicant has stated that the car park will also be made available for people visiting the facilities at White Cross and will not be restricted unless any specific issues occur.
- 2.5 The applicant contends that the accommodation has been located across the site to make best use of the existing level changes and provide an active frontage to Bradford Road, and the scale of the development is a response to the surrounding context, providing local shopping facilities and job opportunities in the Guiseley area.

3.0 SITE AND SURROUNDINGS:

- 3.1 The total development site extends to 9,672sqm (2.39 acres) and is on the main route to Leeds, Otley, Ilkley and Bradford on the A65, Bradford Road adjacent the White Cross roundabout with the junction of Otley Road and the A6038.
- 3.2 The site falls within the Guiseley and Rawdon ward and there is a large local population with 30,000 people living within 3 km of the proposed food store site.
- 3.3 The location of the proposed Aldi is currently a vacant brownfield site formerly an amusement arcade now demolished and part car park for Harry Ramsdens restaurant adjacent. The existing 2 storey brick built Harry Ramsdens Fish restaurant lies adjacent to the Aldi site and will benefit from a new car park to the north and east of the building to serve the restaurant as part of the development application.
- 3.4 The area of vacant land to the rear of the Harry Ramsdens restaurant currently has an approval for a residential property, the building to the east side of the Harry Ramsdens restaurant is currently an Indian Restaurant with a public footpath running along the east boundary of the restaurant and through the vacant land to the rear, neither will form part of the application site.
- 3.5 The site is bound to the north by the Green Belt and a line of trees that run along the boundary with fields to the rear of the trees. The south of the site is bounded by the A65 Bradford Road with a line of trees within fields to the opposite side leading to Highroyds housing development to the south west of Bradford Road with a mix of retail units, leisure, and commercial properties and residential to the south east of Bradford Road. The east of the site is bound by the Cairn Avenue housing development with a mix of commercial and residential properties beyond. The west

of the site is bounded by a Petrol Station with residential properties running along Bradford Road beyond.

3.6 There is a fall of approximately 5 metres across the site running west to east and 2m running north to south with a level area to the front of the site adjacent to Bradford Road. Mature trees exist to the boundary of the site on the north screening and defining the rear boundary.

4.0 RELEVANT PLANNING HISTORY:

4.1 Harry Ramsden's has been located on this site since 1928. Although the application site has remained derelict and vacant for over 3 years, the following planning history on the site is considered relevant:-

- An application to renew the consent for a replacement arcade and museum shop was granted in 2000 but has now expired.
- An application was approved in 2001 for a two storey 40 bedroom travel lodge however this application was not built out and has also now expired.
- Consent was also granted in 2001 for a 5 bedroom detached dwelling with a block of 2 garages and a workshop on land that falls outside of the application boundary to the rear.
- On the part of the site occupied by Harry Ramsden's consent was granted for the change of the use of the building to 4 flats and the erection of a 3 storey building containing 6 flats, again this consent is now expired.
- On the wider site, in 2005 permission was refused for 18 flats and 5 dwellings primarily due to design and layout concerns.

4.2 There is no other relevant planning history for the site.

5.0 HISTORY OF NEGOTIATIONS:

5.1 Comprehensive pre-application discussions were undertaken with Aldi Stores Ltd and Stirling Investments prior to the submission and additional publicity with the local community was agreed. During the course of the consideration of the application detailed alterations have been made to the siting and the external appearance of the building, highway layout and access arrangements and enhancements of the Green Belt boundary to make the scheme more contextual to the site.

6.0 PUBLIC/LOCAL RESPONSE:

Statement of community Involvement:

6.1 Leeds City Council's SCI was formally adopted on 21 March 2007 and encourages developers to undertake pre application discussions and initiate early community consultation with residents considered to be affected by proposals.

6.2 During the pre application discussions, a meeting was held with planning officers to discuss the proposals.

- 6.3 Two meetings were held with Ward Members where representatives from Aldi and their project team discussed the proposals.
- 6.4 A public exhibition displaying copies of the proposals was held on Thursday 7 April 2011 at the Guiseley Football and Cricket Club, 72 people attended.
- 6.5 An 0800 telephone enquiry line was offered so that local residents could find out more about the proposals or register their comments via the telephone.
- 6.6 A postage paid feedback card allowed local residents to say whether they supported the proposals and to provide comments.
- 6.7 An introductory newsletter and feedback postcard were distributed to 740 homes in the local area advising them of the proposals. Additionally 5 properties adjacent to the site were sent a letter giving greater details of the proposals.
- 6.8 Overall, the applicant has reported that there has been a positive response to the proposed development at White Cross. From the 118 responses received to date 85 (72%) supported the proposals with 30 (25.5%) of respondents objecting. The remaining 3 (2.5%) neither supported or objected to the proposal.

Application Publicity:

- 6.9 The planning application has been formally advertised by the Local Planning Authority on site by means of four site notices located on Bradford Road (x3) and Cairn Avenue (x1). These site notices gave reference to a *proposed major development affecting a right of way* and they were posted from the 17 June 2011 and gave a publicity expiry period of 8 July 2011.
- 6.10 The application has been made available for public inspection at Guiseley Library and was also published in the local press (Wharfe Valley Times) on 30 June 2011.

COUNCILLORS:

- 6.11 No formal representations have been received from Local Ward Councillors.

MEMBER OF PARLIAMENT:

- 6.12 We have not received any direct comments to the application from Stuart Andrew MP (Pudsey Constituency).

LOCAL AMENITY GROUPS:

- 6.13 No representations have been received from Local Amenity Groups.

LOCAL RESIDENTS:

- 6.14 37 letters of support (*apparently originally drafted by Aldi*) have been received from local residents (mainly from addresses in Guiseley and Menston). These duplicate letters of support also included a section for residents to add their own views. The supporting comments may by residents can be summarised as follows: -

- Guiseley needs more choice in Supermarkets;
- Especially good for the elderly;
- It would improve the site;
- Nearest alternative Aldi is in Shipley.

- 6.15 2 individual letters of support have been received from local residents and their comments can be summarised as follows: -

- An area that has been an eyesore in the past may be put to better use; and
- It would also give the people of Guiseley and surrounding areas more choice as to where they shop.

6.16 6 letters of objection have been received from local residents and their objections can be summarised as follows: -

- No measures to restrict the speed in the car park;
- No consideration with parking a few meters from boundaries of properties on Cairn Garth and such close proximity will affect their privacy and create noise nuisance;
- More emphasis appears to have been given to shielding the potential housing development than existing houses;
- No need for another supermarket in Guiseley;
- Increased traffic onto the A65, adding to the already high volume of traffic that local people experience.
- Noise disturbance from delivery vehicles.
- During peak periods will freezer wagons be parking on site with chiller units operating?
- Concerns about how the proposed car park layout may allow for undesirable usage after hours

6.17 An objection on behalf of Morrisons to the proposed application has been received and their comments can be summarised as follows: -

- The application for an out-of centre food store does not satisfy the criteria set out in PPS4;
- The proposal will draw trade away from the existing in centre Morrisons stores in Guiseley;
- The applicant has failed to look at alternative preferable sites;
- Submitted transport documents failed to deal with trip generation and junction analysis; and
- Travel Plan should be extended to the Harry Ramsdens restaurant.

7.0 CONSULTATIONS RESPONSES:

Statutory Consultees:

HIGHWAYS:

7.1 No objections (subject to conditions) as the proposals do not raise any specific road safety concerns.

MAINS DRAINAGE:

7.2 No objections, subject to the imposition of conditions to control surface water details.

Non Statutory Consultees:

NEIGHBOURHOODS AND HOUSING:

7.3 No objections, subject to the imposition of condition to protect residential amenity.

CONTAMINATED LAND TEAM:

7.4 No objection to planning permission being granted, subject to the relevant land contaminations conditions and directions being applied.

PUBLIC RIGHTS OF WAY:

7.5 The Council's Public Rights of Way section has made comments in relation to the maintenance and any possible upgrading of Public Footpath Aireborough 36 which runs along the eastern edge of the site of the supermarket.

WEST YORKSHIRE POLICE:

7.6 No objections to the scheme are raised by the Council's Architectural Liaison Officer.

TRANSPORT POLICY (TRAVEL WISE):

7.7 No objections to the application proposals, subject to the agreement of a Travel Plan, its implementation and monitoring.

ACCESS OFFICER:

7.8 No objections, as the scheme proposes sufficient disabled spaces, new segregated level pedestrian access. Conditions regarding site levels have been requested.

METRO:

7.9 No objection in principle of the scheme, subject to improvements to the adjacent bus shelter (*bus stop number 18828*) and Metro Travel Cards for employees of the proposed food store.

8.0 PLANNING POLICIES:

8.1 As required by Section 38(6) of the Planning and Compulsory Purchase Act 2004 this application should comply with the Development Plan which consists of the adopted Regional Spatial Strategy for Yorkshire and the Humber of May 2008 and the Leeds Unitary Development Plan (Review 2006), unless material considerations indicate otherwise.

REGIONAL PLANNING POLICIES:

8.2 The Regional Spatial Strategy for Yorkshire and the Humber to 2026 (RSS) was adopted in May 2008 and sets out a strategic framework for development up to 2026.

8.3 The RSS for the Region was revoked by the Secretary of State on 6 July 2010. However, following a High Court Judgement on 10 November 2010, the RSS was re-established as part of the development plan until such time as the Localism Bill is enacted. At present, the government's intention to abolish the RSS can be a material consideration in the determination of planning applications.

8.4 However, it is not considered that this proposal raises any issues of regional significance.

LOCAL PLANNING POLICIES:

8.5 Locally Leeds City Council has begun work on our Local Development Framework ("LDF") with the Local Development Scheme most recently approved in July 2007. This provides a timetable for the publication and adoption of the Local Development Documents.

8.6 In the interim period a number of the policies contained in the Leeds Unitary Development Plan ("UDP") have been 'saved'. The Leeds UDP Review was

adopted in 2006. The most relevant Policies in the adopted Leeds Unitary Development Plan are listed below.

- 8.7 Within the adopted UDP Review (Sept 2006) are strategic goals and aims which underpin the overall strategy. Of these attention is drawn to strategic goals (SG), aims (SA) and principles (SP) as follows;
- Policy SG4: To ensure that development is consistent with the principles of sustainable development;
 - Policy SA1: Secure highest quality of the environment throughout the District;
 - Policy SA2: Strategic Aim to encourage development in locations that will reduce the need to travel, promote the use of public transport and other sustainable modes and reduce the journey lengths of those trips which are made by car;
 - Policy SA5: Strategic Aim to ensure a wide range of shops is available in locations to which all sections of the community, including those without access to private cars, have access by a choice of means of transport.
 - Policy SP3: Seeks to ensure that new development will be concentrated within or adjoining main urban areas and settlements, with existing public transport provision or a good potential for new provision.
 - Policy SP7: Strategic Policy giving priority to the maintenance and enhancement of town centres.
- 8.8 The application site is within the urban area of Guiseley and is unallocated with no specific land use allocation. The relevant Leeds Unitary Development Plan policies are considered to be: -
- Policy S2: The vitality and viability of the following town centres will be maintained and enhanced (including *Guiseley*). Non-retail development will not normally be permitted where it would reduce significantly the shopping function of a centre. Retail development will be encouraged unless it would undermine the vitality and viability of the centres or adversely affect the range of services and functions within the centres.
 - Policy S5: Refers to major retail development location (sequential test) and precludes major *retail development outside S2 centres unless certain tests are met*.
 - Policy GP2: Development on vacant, under-used or potential redevelopment sites;
 - Policy GP5: development control considerations;
 - Policy GP7: Planning obligation;
 - Policy GP11: requires that, where applicable, “development must ensure that it meets sustainable design principles.”;
 - Policy GP12: goes on to suggest that a sustainability assessment should be included in all applications for major development;
 - Policy A4: development and refurbishment proposals designed to ensure safe and secure environment;
 - Policy N12: all development proposals should respect fundamental priorities for urban design;
 - Policy N13: design of new buildings should be of high quality and have regard to character and appearance of surroundings;
 - Policy N24: development abutting the Green Belt or other open land should achieve assimilation into the landscape;
 - Policy N25: site boundaries should be designed in a positive manner;
 - Policy N27: where a landscaping scheme will be required, an application should be accompanied by an illustrative scheme;
 - Policy LD1: landscape schemes should meet specific criteria;

- Policy T2: development must be capable of being served by highway network and not adding to or creating problems of safety;
- Policy T5: Provision for pedestrians and cyclists in new development;
- Policy T6: Provision for disabled people in new development; and
- Policy T24: refers to parking guidelines for new developments.

SUPPLEMENTARY PLANNING GUIDANCE:

8.9 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:

- SPG25: Greening the Built Edge (2004).

8.10 As well as the supplementary planning guidance documents that have been retained, new supplementary planning documents are relevant:

- Public Transport Improvements and Developer Contributions SPD (July 2008);
- Sustainable design and construction Draft SPD (2008);
- Street Design Guide SPD (2009) ; and
- Travel Plans Consultation Draft SPD (August 2011).

OTHER PLANNING GUIDANCE:

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

- Guiseley Conservation Area Appraisal and Management Plan (Draft March 2010)

NATIONAL PLANNING GUIDANCE:

8.12 In addition to the principal elements of planning policy other advice contained in Planning Policy Guidance Notes and replacement national Planning Policy Statements (PPS) may be of relevance to the submitted proposal. This includes: -

- PPS1: Delivering Sustainable Development (2005);
- PPS4: Planning for sustainable economic development; and
- PPG13: Transport (2001).

9.0 MAIN ISSUES:

9.1 Having considered this application and representation, it is the considered view that the main issues in this case are:

- Principle of development;
- Design Issues;
- Highway issues;
- Landscaping Issues;
- Residential Amenity;
- Land Contamination Issues; and
- Drainage & Flooding Issues.

10.0 APPRAISAL:

Principle of development:

- 10.1 PPS4 essentially suggests retail developments of the type proposed should, where possible, be located in central locations (such as Town Centres/City Centres) where they are easily accessible from a variety of modes of travel.
- 10.2 The supermarket is to serve a catchment area of 5 minute drive time, not specifically the residents of the White Cross area. White Cross is not identified within the UDP or the Emerging Core Strategy as a local centre and whilst the applicant in their original retail statement mentioned Aldi as an anchor store to this row of shops, the intention of the store is to serve a wider catchment. The applicant talks about linked trips with the shops at White Cross however officers opinion is that the main reason for not objecting to this location is because it is sequentially preferable. The site behind Harry Ramsdens is the sequentially preferable site. There are no other sites within Guiseley centre or on the edge of Guiseley that are available, suitable or viable. Springhead Mills is a preferable site, this is not available.
- 10.3 It is not considered that White Cross would become an alternative shopping centre to Guiseley town centre. Guiseley town centre would maintain its role as the destination for weekly shopping.
- 10.4 The applicant carried out retail health checks as part of their pre-application discussions however they were not submitted with the formal application. Leeds City Council has carried out its own health checks and Guiseley and Yeadon are not considered to be unstable (as they both town centres have low vacancy rates).
- 10.5 As for the impact, the applicant has demonstrated that there is capacity within the area for further retail convenience provision which would not harm the vitality and viability of town centres within the 5 minute catchment. The Leeds Retail Study also states that there is capacity in the area for further convenience provision.

Design Issues:

- 10.6 The store has been located to the West of the site adjacent the petrol station to create a building line and active frontage to Bradford Road. This allows space for parking to the East of the site, which allows an improved and safe access off Bradford Road for the Aldi unit, parking for the fish restaurant and development site.
- 10.7 The store position minimises the proximity to adjacent residential properties whilst also retaining the trees around the site. The proposed position and orientation of the store creates an active glazed store frontage to Bradford Road, creating a natural link between the existing retail shops to the East and west, complementing and enhancing the existing local centre.
- 10.8 The car parking is situated to the side of the store making it visible from the main approach roads and allowing the existing access points to be utilised off Bradford Road. Servicing will be located to the rear of the site to maintain visual amenity of the area, away from the main store entrance and thus away from customers.
- 10.9 The residential and retail properties in the immediate area of the site vary in quality and materials (materials being largely stone, render and brick. The fish restaurant adjacent the site is in red brick the BP petrol station is stone with a mix of stone and render to the commercial and residential properties off Bradford road including the adjacent Indian restaurant, White Cross pub, telephone exchange and residential properties along Bradford Road.

- 10.10 The food store will incorporate large elements of shopfront glazing together with an oversailing canopy to signify the entrance to the store facing onto the primary elevations from which the public shall approach the store. High level glazing will flood light over the top of the sales area in a ribbon arrangement in line with the canopy structure and add interest to the long elevation facing the car park. The stone and white rendered façade will work alongside the softer landscaped elements around the boundary edge to provide a more complementary proposal for the site. The render will be coated to allow cleaning and prevent graffiti.
- 10.11 The development which is the subject of this proposal falls in an area which suffers crime in line with the National Average for England and Wales. As out of town car parks can attract anti social activities, consideration should be given to a means of securing the car park outside opening hours to prevent misuse of the facility. A condition is imposed to control this.

Highway issues:

- 10.12 A Transport Assessment was submitted with the application. Further modelling has been completed by the applicant during the negotiations with the Council Highway Engineer and it is considered that the developments impact on the highway would not be detrimental to safe and free flowing traffic. Any queues on the local highway network at peak times would be primarily caused by existing traffic levels and other committed development.
- 10.13 Alterations to the access are required and involve widening to accommodate a centre pedestrian island. These works will be conditioned to ensure they are completed before the store opens. TRO parking restrictions are suggested to be placed on the site access and access road so customers do not park next to the entrance and cause a road safety problem through inappropriate parking.
- 10.14 The off-street parking provision proposed is significantly below UDP maximum for a supermarket. However, taking into account parking surveys from a similar Aldi operation on York Road and following on-site surveys of other discount supermarket stores in Leeds on a Friday evening and Saturday peak times, on balance, the proposed level of parking provision is acceptable. The site will be conditioned through S106 to be discount retail only on highways grounds as the parking proposed would be insufficient to cater for a non-discount supermarket (following a supermarket car trip rate assessment).
- 10.15 In relation to servicing, HGV delivery vehicles will be reversing within the car park which would be unsafe during customer opening times, especially at peak times, therefore conditions are suggested to ensure these operations are completed out of hours.
- 10.16 Secure customer cycle and motorcycle parking will be provided within the layout and the proposed cycle space for staff within the warehouse shown. A staff shower/changing room/lockers will be provided for staff within the building layout.
- 10.17 A Travel Plan has been submitted with the application (including a monitoring fee) which will be secured through a S.106 agreement and the applicant has agreed to provide £10,000 to Metro to provide a cantilever shelter at bus stop 18828. It is accepted that this improvement does not mitigate an issue or deficiency, rather it enhances the existing facilities to further encourage modal shift.

Landscaping Issues:

- 10.18 The site has a number of existing mature trees running along the boundary to the rear of the site adjacent the fields. The proposed landscape scheme aims to retain the trees whilst including additional tree planting to create a buffer between the site and the Green Belt, whilst also creating a further band of tree planting to the east of the site screening the adjacent houses from the car park and food store.

Residential Amenity:

- 10.19 The nearest residential properties are on Cairn Garth, which is situated approximately 90 meters from the proposed store.
- 10.20 In relation to comments made by immediate neighbours regarding impact on their amenity. I can confirm that a condition is suggested to ensure that the car parking is either secured or monitored when the store is closed.
- 10.21 A condition is also suggested to require details of any flood light to ensure that lighting columns are sensitively located and any lights are baffled to stop light pollution.
- 10.22 It is not considered that the parking for the Aldi store will impact on residential amenity as it is 35 metres away from the closest residential property. It is accepted that the car park to the fish restaurant is close to residential properties (5metres at its closest point). Discussions with the applicant on this point did occur, in relation to amending the parking layout and increasing the landscape buffer at this edge. Officers felt this would also benefit the public footpath.
- 10.23 It is not considered that the loading area or delivery vehicles will affect residential amenity given the distance involved and that the loading area is located on the opposite site of the site.
- 10.24 The Council's Environmental Health Officer has suggested condition in relation to store opening hours, deliveries hours, lighting, storage of litter and maximum noise levels from fixed plant to be imposed in order to protect the amenity of the existing residential area. These have been discussed with the applicant as they have raised no objections to their imposition.

Land Contamination Issues:

- 10.25 There has been no development on site prior to the recently demolished buildings. There are no landfills within 250m of the site, therefore no gas protection measures necessary, although piled foundations and floor slabs are likely to be preferred.

Drainage & Flooding Issues:

- 10.26 The Flood Risk Assessment and Drainage Assessment show that the site is to be drained to Mire Beck with a limit to discharge of 10 litres per second, whilst this is satisfactory, this should be controlled by condition. As there are a large number of parking spaces, it will be necessary to provide an interceptor before discharge, again this can be controlled via condition..

11.0 CONCLUSION:

- 11.1 The proposals will result in significant improvements to the street scene through provision of a quality building and local convenience shopping will be enhanced.

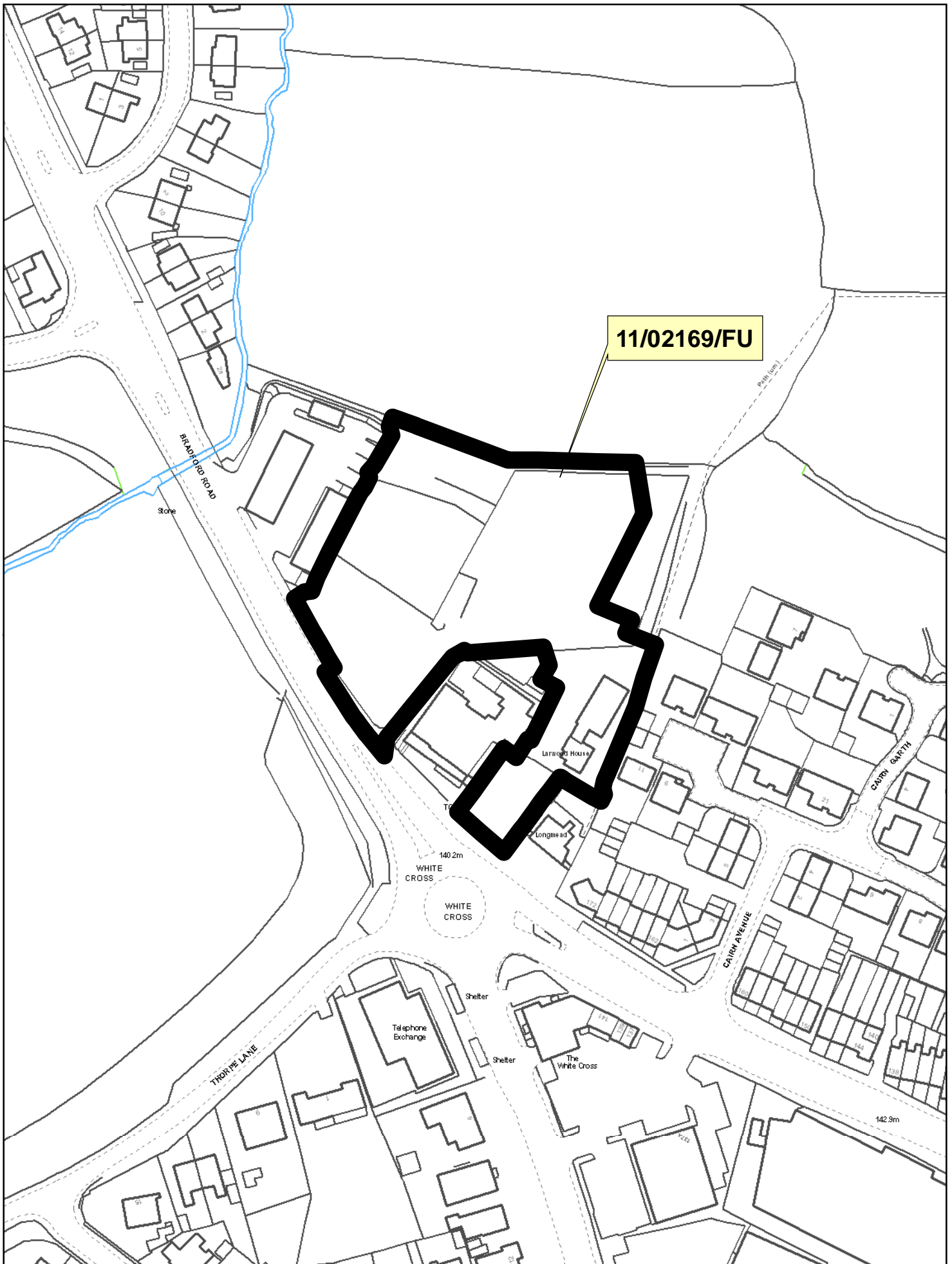
The scheme will also provide improvements to the access and parking layout for the Harry Ramsden's Restaurant.

- 11.2 The impact assessment undertaken has established that the proposals are unlikely to have any effect on the town centres of Guiseley or Yeadon. These centres are trading well; the nature of an Aldi store and the levels of turnover associated are unlikely to alter existing trading patterns to any significant extent.

Background Papers:

Application and history files.

Certificate of Ownership.



WEST PLANS PANEL

