

**Report of the Chief Planning Officer**

**PLANS PANEL EAST**

**Date:** 6<sup>th</sup> October 2011

**Subject:** APPLICATION 11/00319/FU DETACHED DIY STORE WITH ASSOCIATED CAR PARKING, LANDSCAPING AND LAYING OUT OF ACCESS ROAD AT LAND OFF COAL ROAD AND RING ROAD, SEACROFT.

**APPLICANT**

St James Securities  
Ventures (Leeds) Ltd

**DATE VALID**

27<sup>th</sup> January 2011

**TARGET DATE**

28<sup>th</sup> April 2011

**Electoral Wards Affected:**  
Crossgates & Whinmoor

☐ 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 conditions specified and the completion of a legal agreement within 3 months from the date of resolution unless otherwise agreed in writing by the Chief Planning Officer, to include the following obligations:**

- Installation of pedestrian and cycle crossing facilities at the signalised junction of Coal Rd/Ring Rd with associated re-configuration.
- Upgrade of an existing pelican crossing adjacent to the site (on Ring Rd) to a toucan crossing (suitable for cycle crossing).
- Traffic Regulation Order to ban HGV movements along Coal Road, traffic calming measures along Coal Road adjacent to the application site (applicant to fund cost & associated works) and imposition of 30mph speed limit.
- Provision for improvements to the Wetherby Rd (A58)/Ring Rd roundabout to improve traffic capacity at this junction.
- Contribution of £42,138 towards public transport infrastructure improvements (sums are index linked)
- Contribution of £2,500 towards the monitoring of the travel plan
- Local employment and training initiatives

**In the circumstances where the Sec.106 has not been completed within 3 months of the resolution to grant planning permission the final determination of the application shall be delegated to the Chief Planning Officer.**

2. Time limit for outline permission
3. Development carried out in accordance to approved plans
4. Bulky goods condition
5. Restriction on floorspace of DIY store
6. Details of storage and disposal of litter to be submitted
7. No external storage of plant, materials or product (except in outdoor project area)
8. Lighting restrictions
9. Opening hours restrictions (07.00-21.00 hours Mon to Sat & 09.00-18.00 Sun)
10. Details of extract ventilation systems to be submitted
11. Areas used by vehicles to be laid out, surfaced and drained
12. Details of cycle parking facilities to be submitted
13. Implementation of site access to Coal Road prior to development being brought into use
14. Provision of visibility splays to access on Coal Road
15. Submission of arboricultural method statement
16. Pre-start condition to ensure compliance with arboricultural statement
17. Protection of existing trees
18. Preservation of existing trees
19. Submission and implementation of landscape details
20. Landscape management plan
21. Details of bio-diversity enhancement to be submitted
22. Submission of a surface water drainage scheme
23. Surface water works to be carried out in accordance with the recommendations contained with the submitted Flood Risk Assessment
24. Reporting unexpected contamination
25. Importing soil

#### **Reasons for approval:**

The application has been considered in accordance with policies of the UDP Review and policy advice in PPS4. It is considered that the applicant has demonstrated that the proposal will not prejudice the supply of employment land. Moreover, the applicant has demonstrated that there is sufficient retail capacity in DIY goods to accommodate the proposal; that there are no available sequentially preferable sites; and that the proposal will not adversely impact on existing town centres. It is considered that the proposal will mitigate the highway impact of the development and improve accessibility to the site. It is considered that the store building reflects the scale and form of surrounding buildings and have regard to important trees to help assimilate the development into its surroundings. The application is considered to comply with the following development plan policies:

GP5, E7, S5, N12, N13, N51, T2, T2d, T24, BD5 and LD1

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 presented to Plans Panel (East) as it is a major development that partly represents a departure from the development plan and has wider significance to the locality.

#### **2.0 PROPOSAL:**

- 2.1 This application seeks permission to erect a DIY store with associated car parking, landscaping and service yard as well as introducing an access from Coal Road.

- 2.2 The store building is to provide 2464sqm of gross internal floorspace (ground floor sales area and an area of office above) contained within a large building of dimensions of 45m (width) x 49.5m (length) x 8m (height). Elevations of the store building illustrate a broadly square 2½ storey height building with shallow pitched roofs with parapets and is to be clad in grey panelling with a brick plinth and have a glazed customer entrance point.
- 2.3 The building is positioned side-on to the Ring Rd and its entrance faces onto the customer car park. This car park accommodates 102 spaces (incl. spaces for disabled, trailers, vans, cycles and motorcycles).
- 2.4 To the rear of the store is a service yard and an outdoor project centre which can be accessed by store customers. The vehicular access to the store is achieved via Coal Rd and a substation is detailed within the proposals. Pedestrian links from the Ring Rd footpaths are to be introduced.
- 2.5 The position of the store building and its car park were amended during application discussions and the protected trees within the site are to be largely retained with supplementary tree planting proposed to the perimeter of the site.

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

- 3.1 This application site lies within a large triangular shaped site (narrowing to the highway junction of Coal Rd and Ring Rd) and occupies the north western corner of the plot. The application site is 1.24ha in area. The land is vacant.
- 3.2 The south western boundary fronts onto the A6120 Ring Rd and is set behind a wide grass and tree lined verge and a pedestrian footpath. To the North West is a pedestrian footpath fringed by trees and a large industrial building beyond. The north-east and south-east boundaries abut the remainder of the vacant land.
- 3.3 The application site consists mainly of scrub grassland with dense tree and shrub planting to the north-western and south-western boundaries. The application site is relatively flat and there are a number of on-site trees to the north-western boundary that are protected by tree preservation order.
- 3.4 The wider area is characterised by large commercial and industrial premises.

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

- 4.1 The following history is considered relevant:
- 11/00318/OT Laying out of access road and erect 3 storey private hospital and B1, B2 and B8 units- Pending decision.
  - PREAPP/10/00720 Mixed use development (including a retail unit (A1), a private hospital (C2), R and D units (B1b), light industrial units (B1c), offices (B1A).
  - 10/01751/EXT Extension of Time Period for planning application for planning application 07/04758/OT- Decision pending.
  - 07/04758/OT Variation of condition numbers 1, 2, 4, 7, 8, 13, 15, 18, 21, 22, 23, 24, 25, 27, 29, 31, 36, 37 and 38 of permission 07/02204/OT to allow phased development- Approved (23/10/07).
  - 07/02204/FU Removal of condition 8 and variation of conditions 21, 26, 36, 37, 38 of approval 06/05664/OT for business units (B1) and car dealerships, including laying out of access, car parking, landscaping and highway works- Approved (15/06/07).
  - 06/05664/OT Outline application to erect business units (B1) and car dealerships, including laying out of access, car parking, landscaping and highway works- Approved (08/01/07).

- 06/03385/OT Outline application to erect business units (B1) and car dealerships include. Laying out of access, car parking, landscaping and highway works- Refused (31/08/06).
- 32/244/93/OT Laying out of access to erect non-food retail development and restaurant- Refused (17/12/93)
- 32/67/93/FU Laying out of access to erection of 6 non-food retail development and restaurant with car parking- Refused (12/07/94)
- 32/187/90 Outline application to lay out access and erect factory, with packaging, ancillary storage and offices, to sports ground- Approved (09/10/90)

## 4.2 Tree Preservation Order (1998/41)

## 5.0 HISTORY OF NEGOTIATIONS:

5.1 This application follows on from earlier pre-application discussions with the applicant concerning this site and the wider Coal Road site. In particular reference to the DIY store the applicants were advised:

- that the proposal should satisfy the requirements of policy E7 (UDP) and be assessed against the tests contained within PPS4 relating to main town centre uses (retail).
- an access off Coal Road was acceptable
- requests to submit a transport assessment, public transport enhancements and a travel plan with application.
- the proposed building should respect existing trees at the site's perimeter.
- suggested venues to undertake community involvement.
- outline the documentation to support the application submission.

## 6.0 PUBLIC/LOCAL RESPONSE:

6.1 The submitted Statement of Community Involvement outlines how the applicant publicised the application proposals to local people prior to the submission of this application. (It is to be noted that the scheme detailed under 11/00319/FU was also presented at the events). A presentation evening as well as a public exhibition event was hosted at Kentmere Community Centre on 11<sup>th</sup>, 12<sup>th</sup> & 13<sup>th</sup> November 2010. 2 of the invited 21 people attended the presentation evening and 15 people attended the public exhibition. 6 comments received with 4 expressing support (job creation, provision of DIY store and medical facility) and 2 other supportive but having reservations (regarding highways- Coal Rd used as rat run; overnight HGV parking; include a pedestrian crossing; additional traffic).

6.2 With respect to the formal application, 4 site notice displays posted dated 18<sup>th</sup> February 2011 (advertised as a major development). 4 further site notice displays posted dated 22<sup>nd</sup> July 2011 (advertised as a major development and a departure to development plan).

6.3 1 letter of representation has been received advising of an intention to object. A further letter of objection was received however the concerns related specifically to the outline planning application (Ref: 11/00318/OT) being considered concurrently at this Coal Rd site.

## 7.0 CONSULTATIONS RESPONSES:

### Statutory:

7.1 Health & Safety Executive comments dated 7<sup>th</sup> February 2011. HSE does not advise, on safety grounds, against the granting of planning permission.

- 7.2 Environment Agency comments dated 4<sup>th</sup> March 2011. No objections. Suggested condition covering the details of a surface water drainage scheme across the site.

**Non-statutory:**

- 7.3 Highways comments dated 10<sup>th</sup> March 2011. Application cannot be supported. Unable to agree trip rates and mode splits for B1 (office) uses; off-site highway works required; further check to junction modelling required; 2.4m x 120m visibility splay to Coal Rd acceptable; amendment to internal layout; request for contribution towards public transport enhancements.

*Revised* Highways comments dated 9<sup>th</sup> September 2011. Confirm acceptance to the improvement works to Coal Road/ Ring Road junction and satisfied that the impact of the proposed development with all mitigation measures in place is acceptable; improvements to the pedestrian facilities, while having some detrimental impact on capacity is considered vital to the acceptability of the scheme.

- 7.4 Contaminated Land comments dated 15<sup>th</sup> February 2011. No objections. Suggested conditions covering the encountering of unexpected contamination and that any soil brought on site shall be tested.

- 7.5 Environmental Health comments dated 23<sup>rd</sup> February 2011. No objections. Suggested conditions covering delivery/ opening hours (as requested); litter disposal; lighting restrictions. *Additional Environmental Health* comments dated 5<sup>th</sup> May 2011. Discussion on removal of delivery hours condition.

- 7.6 Flood Risk Management comments dated 25<sup>th</sup> February 2011. No objections. Suggested condition for drainage works to be carried out in accordance with submitted flood risk assessment.

- 7.7 Landscape comments dated 2<sup>nd</sup> March 2011. Objections raised due to loss of TPO trees along Ring Rd frontage; resulting negative visual impact/loss of amenity; loss of scrubland, loss of ecological value; root protection areas not shown; loss of hedge to entry point of site (Coal Rd); management plan required.

- 7.8 Nature Conservation comments dated 9<sup>th</sup> March 2011. Objections. Seek 12m separation from northern boundary; significant tree loss; provide mixed native hedge to Ring Rd; management plan to be submitted; ecological enhancements (sustainable drainage/ green roof/ bat and bird nesting features etc).

*Revised combined Landscape and Nature conservation comments dated 4<sup>th</sup> May 2011.* Broadly accept revisions and conditions suggested to cover arboricultural method statement; tree protection plan; landscape details and management plans.

- 7.9 Metro comments dated 8<sup>th</sup> March 2011. Access to public transport is mixed, whilst good range of services access hampered by existing buildings and safe crossing points. Provision of real-time upgrades to Ring Rd & Coal Rd (Leeds-bound); improve off-site access to services.

**8.0 PLANNING POLICIES:**

- 8.1 The Development Plan for the area consists of the Regional Spatial Strategy and the adopted Unitary Development Plan Review (UDPR), along with relevant supplementary planning guidance and documents. The Local Development Framework will eventually replace the UDPR but at the moment this is still undergoing production with the Core Strategy still being at the draft stage. The RSS was issued in May 2008 and includes a broad development strategy for the region,

setting out regional priorities in terms of location and scale of development including employment and transport matters.

8.2 Regional Spatial Strategy (RSS) (adopted May 2008)

S1: achievement of sustainable development

E1: creating a successful and competitive regional economy

E2: town centre and major facilities

E3: land and premises for economic development

E5: safeguarding employment land

T1: personal travel reduction and modal shift

T3: public transport

LCR1: Leeds city region sub area policy.

8.3 The development plan indicates that the application is allocated for employment based uses (under Policies E3A:6 & E8:6). It is considered that the following policies are of relevance:

GP5 seeks to ensure that development proposals resolve detailed planning considerations, including amenity.

GP7 community benefits and planning agreements.

R2 identifies areas where regeneration initiatives will be undertaken.

N12 states that development proposals should consider and respect spaces between buildings; the best buildings of the past; good design; character and scale; encouragement of walking and cycling; adaptability for future uses; the needs of the elderly and people with disabilities and restricted mobility; visual interest; and crime prevention.

N13 requires all new buildings to be of high quality and have regard to character and appearance of surroundings.

N23 incidental space around built development should provide a visually attractive setting.

N51 Design of new development should enhance existing wildlife habitats.

T2 developments need to be adequately served by existing or proposed highways, capable of being served by public transport and have provision for safe and secure cycle use and parking.

T2D seeks enhancements to public transport.

T5 safe and secure access for pedestrians and cyclists should be provided to new development.

T6 satisfactory access to new development for disabled people and people with mobility problems should be provided.

T7A secure cycle parking is required in new developments, to reflect standards in UDP Appendix 9.

T24 parking provision to reflect the guidelines set out in UDP Appendix 9.

E3A, B & C relate to additional employment land.

E7 states that uses outside the B use classes will not be permitted on land identified for employment purposes or land in current/past employment use.

E8 identifies key employment sites to preserve their availability for full range of employment uses.

S2 requires vitality and viability of identified town centres to be maintained and enhanced.

S5 states that major retail development outside defined S2 centres will not normally be permitted.

BD5 requires new buildings to give consideration to both their amenity and that of their surroundings.

LD1 development proposals should protect existing vegetation, allow sufficient space around buildings to retain existing trees in healthy condition and allow new trees to grow to maturity.

8.4 Supplementary Planning Documents

8.5 National Planning Policy

Planning Policy Statement 1: Delivering Sustainable Development  
Planning Policy Statement 4: Planning for Sustainable Economic Growth  
Planning Policy Statement 9: Biodiversity and Geological Conservation  
Planning Policy Guidance 12: Transport

**9.0 MAIN ISSUES**

1. Principle of development
2. Impact on visual amenity
3. Highways implications
4. Impact on residential amenity
5. Other matters

**10.0 APPRAISAL**

1. Principle of development:

*Employment Allocation*

- 10.1 The application site falls within a larger land allocation for a range of employment uses (B1, B2 and B8 use class). Local plan policy seeks to safeguard the supply of employment land and therefore non-employment development proposals on employment allocations require the applicant to satisfy a range of criteria based on the planning need of the site to be retained for employment use. At a national level, PPS4 (issued in 2009) recognises that a broader range of employment opportunities are created beyond the traditional B use class, including main town centre uses (such as retail) as a form of economic development.

- 10.2 It is to be noted that the application site does not use the whole of the site allocation and although the wider site has been allocated for a number of years. It also has had the benefit of planning permission for B class uses and has been subject to active marketing. There has been no market interest during the last three years and the site remains undeveloped.

*Impact on Employment Land Supply*

- 10.3 An Employment Land Survey has been provided considering the availability of allocated employment sites, sites with planning permission and property currently on the market that are suitable and available for employment uses. This evidence was provided to address policy E7 of the development plan which seeks to safeguard the availability of employment land. The submitted survey indicates that there is a good range of employment sites to accommodate a range of employment uses, with sufficient employment land to meet the requirements for employers in the locality. Officers own testing of the data concur with the conclusions drawn in the survey. It is considered that there is a robust supply of employment land and it is considered that the release of the employment land subject to this application would not compromise local employment land supply or the Council's wider objectives in terms of availability of employment land. Furthermore, it is considered that the proposed development would not result in environmental, amenity or traffic problems although these matters are considered in more detail later within this report. In short, there is no justifiable reason to withhold planning permission on policy E7 grounds.

*Economic Development*

- 10.4 The applicant has provided National Statistics indicating that the application site lies within the lower 15% most deprived areas within England.
- 10.5 The proposed development will generate employment in full-time and part-time positions covering a range of posts (e.g. customer assistants, warehouse and storage employees, specialist customer advisors and administrative and managerial employees). Further jobs would be created through the construction process and the future maintenance of the site. To reinforce the applicant's commitment in creating local employment opportunities, measures to provide for training and employment (in co-operation with the Jobs & Skills Service) for local people through construction of the development, the use of local contractors/sub-contractors and materials supplied by local firms; and to make provision for that occupiers of the development employ local people are to integrated within a s106 agreement.

*Retail development*

- 10.6 National planning policy seeks to achieve sustainable economic growth by, amongst other things, delivering more sustainable patterns of development and to promote the vitality and viability of town and other centres. New economic growth and development of main town centre uses is to be focused in existing centres to help create competition between retailers and enhanced consumer choice in town centre locations. In respect of retail development, these national objectives are reflected in the City Council's own policies which aim to maintain and enhance the vitality and viability of existing town centres by encouraging centre based retail development. For a retail development of this scale, the applicants are required to undertake both sequential and impact assessments.

*Retail Need*

- 10.7 To define the scope of the retail study of the proposed store a 10 minute off-peak catchment area (from application site) was identified including town centre locations within the eastern section of the city, including the edge of the city centre. The applicant has considered both quantitative and qualitative need based on their study area and catchment area. In regards to quantitative assessment the provision of DIY type goods can be found in two stores- B&Q at Killingbeck Retail Park (out of centre location) and Homebase at Oakwood (which is understood to close as part of the Tesco redevelopment at the site). In addition, the applicant's assessment highlights that there are limited independent DIY retailers within the area and that the retail composition of the centres within the catchment area are not reliant upon DIY retail representation, perhaps, explained by the bulky nature of the retailing.
- 10.8 To understand the expenditure capacity within the study area, the applicant undertook analysis to compare the turnover capacity of existing retail facilities (comparison goods and DIY goods) against the available expenditure based on the population of that area as well as factoring in the forecasted growth assumptions (increases in population or spending). The methodology used accords with national best practice guidance and the analysis concluded a growing trend in expenditure capacity within the area, demonstrating a need for additional retail floorspace, which given the comparative turnover of the proposed store will be minimal when set against the forecasted growth assumptions.
- 10.9 In respect of the qualitative assessment, the assessments are more subjective with regard to factors such as deficiencies in existing provision; consumer choice; overtrading of existing stores; specific location needs (deprived area/undeserved markets) and the quality of existing provision. The applicant undertook an independent household survey within the catchment area which indicated that that the majority of trade for DIY goods goes to the B&Q at Killingbeck, which according to company figures is currently overtrading. It is therefore considered that this proposed development may off-set the dominance of the B&Q store and provide improved retail provision to the local community.

- 10.10 In light of the above circumstances, it is considered that the applicant has demonstrated that a need exists within this sector of the city to provide for DIY bulky goods based on the current overtrade and forecast expenditure within the identified catchment area.

*Sequential Assessment*

- 10.11 The proposed development is required to carry out a sequential assessment in that the proposal involves a main town centre use (DIY- retail) at a site not in an existing centre and not in accordance with an up-to-date development plan. The assessment requires all more centrally located site options to have been assessed in terms of their availability, suitability and viability.
- 10.12 The applicant's sequential assessment focused on those centres within the study area including Crossgates, Seacroft, Oakwood, Harehills Lane, Harehills Corner, Halton, Street Lane and the eastern edge of the city centre.
- 10.13 It is understood that as part of the future occupiers business model, a new store would seek sites of approximately 1ha in area, be rectangular in shape and seek to offer a range of products targeted for jobbing DIYers and trade types. The supporting information explains that store formats are designed to retain a warehouse feel, with wide aisles, high level racking and spacious checkout areas designed to accommodate for the bulky goods purchasers. The store would also house building products and display complete building projects (e.g. finished kitchens/ bathrooms etc) to cater for DIY enthusiasts. It is acknowledged that the design requirements clearly influence the size and type of store required and as such places restrictions when considering flexibility in whether other sites are suitable, viable and available under the sequential approach.
- 10.14 Accordingly, the sequential assessment considered only those sites over 1ha (due to the scale and nature of the proposed development) and identified 5 sites to be considered as alternatives. These sites included Florence Street, Harehills; Hudson Mill (off Harehills Lane); Baileys Lane (East, Seacroft); Ramshead Approach, Seacroft and Regent Street. The sequential assessment outlined why these sites were not practical alternatives for reasons based on their proximity to residential properties, that the site was not currently on the market or were allocated as greenspace.
- 10.15 PPS4 recognises that different forms of retailing, due to their operation and the nature of goods that they sell can present difficulties for applicants to operate their business model within sequentially preferable sites. In view of the site analysis carried out it is considered that the sites have been thoroughly considered in terms of their availability, suitability and viability and that there no sequentially preferable sites available. Accordingly the application proposal is considered to have adequately satisfied the sequential test.
- 10.16 Nevertheless, in view of the case advanced by the applicant in respect of the site size requirements and its inability to locate in any sequentially preferable located site it is considered necessary and reasonable to restrict the types of goods sold at the proposed store through a planning condition to those of a bulky nature.

*Retail Impact*

- 10.17 PPS4 requires an applicant to demonstrate that there will not be any significant adverse impacts resulting from the proposed development in regard to trade diversion from existing DIY stores within those centres identifies in the catchment area as well as any adverse impact on the overall town centre vitality and viability. As previously stated, there is limited provision of bulky goods DIY retail in East Leeds. Smaller independent DIY/hardware stores exist in some of the centres and

there are builder's merchants in the area however the applicant has given consideration to retail need and identified that current trade is predominantly focused at B&Q (Killingbeck) which is overtrading. Therefore, it is considered that there will be very little impact on the function and viability of existing town centres.

- 10.18 In summary, it is considered that in view of the existing robust level of employment land, the proposed development will not prejudice this supply. It has been demonstrated that there is sufficient retail capacity in DIY goods to accommodate the proposal without adversely impacting on the existing town centres within the catchment area. Furthermore, the proposed development will make provision to offer employment and training opportunities for local people. Overall, it is considered that the proposed development is acceptable in this location.
- 10.19 Whilst this application has been advertised as a departure to the development plan, the scale, nature and indicative details of the proposal are not considered to represent a significant departure that would require referral to the SoS.

2. Impact on visual amenity:

- 10.20 The proposed store building is contemporary in appearance incorporating simple building lines and utilising panelled cladding, a brickwork plinth and glazed elements to its entrance area. The store building is by its very nature a large bulky structure elevating to a height of 8m, but this is seen as being reflective of the large industrial and commercial buildings visible to adjacent sites and on this basis no design objection is raised to the building as a point of principle.
- 10.21 As acknowledged above, the proposed building is sizable and its side elevation (south-west facing) will be most visually prominent of the available public vantage points (from Ring Rd). This elevation is largely blank and therefore it was considered important that the existing trees along the site's south-west perimeter are retained to filter views of the building from the roadside. These existing trees were identified as the most significant trees within the submitted tree survey. In order to integrate the existing trees within the proposed site layout, amendments have been undertaken to reduce the extent of the car parking area which now allows sufficient space for tree retention which assists in the development's assimilation into its surroundings. Furthermore, the development proposal will provide supplementary planting to reinforce the site edge. Allied to the landscaping proposals, the application site benefits from lying adjacent to a wide tree lined grass verge on the Ring Rd which will act to further filter views and ensure the proposed store building is not unduly prominent within the street view.
- 10.22 The store building has been positioned away from the northern site boundary to provide a habitat corridor to afford sufficient separation (12m) from trees and the associated scrub and grassland to maintain the character of the habitat. The proposal will incorporate tree planting to the perimeter of the car parking area and, at a lower level, an extension of the native shrub planting along the Ring Road frontage (adj. car park) which will provide a continuation of the characteristic boundary treatment to this side and help screen the car park. Appropriate planning conditions are to be imposed to secure details of soft landscaping works, an arboricultural method statement, tree protection plans and landscape management plans. In addition, whilst the submitted ecological assessment considers the site to be of low ecological value measures are to be taken to secure bio-diversity enhancements through planning condition.

3. Highways implications:

- 10.23 The submitted transport assessment considers not only this proposed development but also the outline application (Ref: 11/00318/OT- employment units and private

hospital) that relates to adjacent land. Both the sites are to utilise a single access off Coal Road. In highway terms, the principle of development at these sites is accepted and a move towards mixed use development is welcomed (previous permissions at the site involved solely employment based uses and as a result created greater peak-time traffic demands). This is reflected in the submitted transport assessment which references previous planning permissions at site which are expected to generate significantly more traffic than this application proposal with an improved package of off-site highway works secured through this development proposal.

- 10.24 The application site is considered to be located within an accessible location, lying within an established industrial/ commercial area adjacent to bus services facilities and a main arterial road. The vehicular access to the proposed store building will lead from Coal Road, via a road of adoptable standard. The store building is to provide adequate car parking provision which is designed to accommodate a variety of vehicles (incl. trailers, vans spaces etc) befitting the type of vehicles likely to arrive at the site. The proposal will make suitable convenient provision of disabled parking spaces as well as cycle/motorcycle parking. To assist pedestrian access at the site footpath links are provided from the Ring Rd.
- 10.25 During the course of this application there have been extensive discussions on the highways impact of the wider site development (inclusive of application 11/00318/OT), the highways mitigation measures to be introduced and the timing of when such highway works are to be delivered. As a result, there is a broad package of highways measures that are triggered at the point when the separate elements of site development come forward. The package of agreed highway measures are outlined in the below paragraphs.
- 10.26 The signalised highway junction at Coal Rd and Ring Rd to the south of the site contains no controlled crossing facilities for pedestrians or cycles. The wider development proposal is considered to generate a pedestrian demand, especially from the residential area and town centre to the south. As such, the proposed development will provide for the reconfiguration of this highway junction, incorporating provision for pedestrian and cycle crossing. According to the highways modelling, the introduction of these facilities will impact on the capacity of the junction. On the basis that the proposed development (including DIY store, employment units and private hospital) is implemented within the opening year, the modeling shows that the junction will operate satisfactorily at the morning/evening peak-times. The addition of the pedestrian facilities will push a couple of the approaches at the junction above capacity level however this assumes the pedestrian facilities are called every other signal cycle which is considered unlikely given current site observations and the likely impact of the development. As such, it is considered that the pedestrian access benefits achieved through the installation of the crossing facilities would outweigh the unlikely adverse impacts on the capacity of the Coal Road and Ring Road.
- 10.27 Beyond the north-west corner of the site is a pelican crossing on the Ring Rd. The development proposal will facilitate the upgrade of this crossing to a toucan crossing which will improve cycle links to the development site and to the wider cycle network. Moreover, the proposed development will also make provision for improvements at the Ring Rd/Wetherby Rd roundabout to improve traffic capacity at the junction.
- 10.28 In respect of Coal Road, past complaints have been received by Highways Services from residents about HGVs using Coal Road as a short cut (from Wetherby Road (A58) to the Seacroft Industrial Estate). The future occupiers of the proposed development are likely to use HGVs and this issue would be exacerbated. Aware of these concerns the applicant has agreed to a Traffic Regulation Order (TRO) to ban

HGV movements further up Coal Road (the residential area) and will fund its cost and any associated works. The TRO measures will also include traffic calming measures along Coal Road and the imposition of a 30mph speed limit in order to reduce speeds.

- 10.29 The table below illustrates which package of off-site highways works are triggered to be delivered at the implementation of each element of the development proposal (inclusive of 11/00318/OT):

Development Proposal	Off-site Highway works triggered
DIY Store	Coal Rd traffic calming, HGV ban, 30mph speed limit + £42,138 Public Transport contribution
Private Hospital	Coal Rd traffic calming, HGV ban, 30mph speed limit (if DIY store not implemented) + Coal Rd/Ring Rd crossing improvements + Wetherby Rd junction improvements + £28,539 Public Transport contribution
Employment (B1, B2, B8) Units	Coal Rd traffic calming, HGV ban, 30mph speed limit + Coal Rd/Ring Rd crossing improvements + £13,149 Public Transport contribution

- 10.30 The proposed development will have a significant travel impact and under the terms of Developer Contribution and Public Transport Enhancement SPD guidance a contribution proportionate to the travel impact of the development proposal will be required towards the cost of providing the strategic transport enhancements which are required to accommodate additional trips on the network. The wider development (inclusive of 11/00318/OT) generates a contribution of £83,826 which has been agreed with the applicant and is to be secured through a s106 agreement. As a proportion of this total figure, the DIY store subject to this application, is to provide a contribution of £42,138.
- 10.31 The DIY store Travel Plan document has been amended during the course of the planning application. The amended document now satisfactorily promotes measures to ensure that users of the development are offered a choice of sustainable travel modes to and from the premises. Allied to this, a sum of £2,500 is advanced to cover the cost of monitoring of the travel plan and secured through a s106 agreement.
- 10.32 In summary, the application site lies within an accessible location and the proposed DIY store will incorporate suitable access arrangements and adequate car/cycle parking provision on site. As part of the wider site development (inclusive of 11/00318/OT), Highways are satisfied that the impact of the proposed development will be adequately mitigated by the package of off-site highways measures. Whilst it is acknowledged that the proposed pedestrian facilities (at Coal Rd junction) have the potential to have some impact on capacity the pedestrian facilities are considered to be vital to the acceptability of the proposed scheme.
4. Impact on residential amenity:
- 10.33 The application site is located within an industrial/commercial area with no residential properties immediately nearby. Therefore, the operation of the proposed DIY store is not anticipated to adversely impact on the amenity of existing residents. It is however, acknowledged that any potential amenity impacts are likely to manifest themselves through the proposal's impact on the highway network as a result of increased traffic generation from the site and these matters were discussed in the above Highways implications section of this report.

5. Other matters:

- 10.34 All of the obligations and contributions proposed within the s106 as contained within this report are considered to be directly related to the development and compliant with the three legal tests introduced by Community Infrastructure Levy.
- 10.35 In regard to drainage matters, submitted Flood Risk Assessment (FRA) comments that the application site is located within Flood Zone 1 where there are no specific requirements in terms of mitigation of fluvial flood risk. The proposed development will involve a significant increase in the amount hardsurfacing across the site but as the submitted FRA comments with the suitable management of surface water run-off the proposals will not increase flood risk to the wider catchment area. As such, details of the proposed drainage methods are to be secured through planning condition.
- 10.36 Turning to land contamination, the application site formerly contained farm buildings which were demolished in the 1960s. It is considered that there is low risk to the proposed commercial end use and although the submitted report recommends gas monitoring there is no justifiable reason to insist on such works through this planning application. Nevertheless, planning conditions to cover any unexpected contamination during works on site and testing of importing of soil are to be imposed.

**11.0 CONCLUSION**

- 11.1 It is considered that in view of the existing robust level of employment land, the proposed development will not prejudice this supply. It has been demonstrated that there is sufficient retail capacity in DIY goods to accommodate the proposal and that there are no sequentially preferable sites. Moreover, it is considered that the proposed store will not adversely impact on existing town centres within the catchment area. The proposal will be accompanied with a package of off-site highways measures to mitigate the impact of the development and improve pedestrian and cycle links to the site. The store building is considered to reflect the scale and form of surrounding buildings and have sufficient regard to important trees to help assimilate the development into its surroundings. Furthermore, the proposed development will bring a vacant site back into use and will make provision to offer employment and training opportunities for local people. Accordingly, the application is recommended for approval.

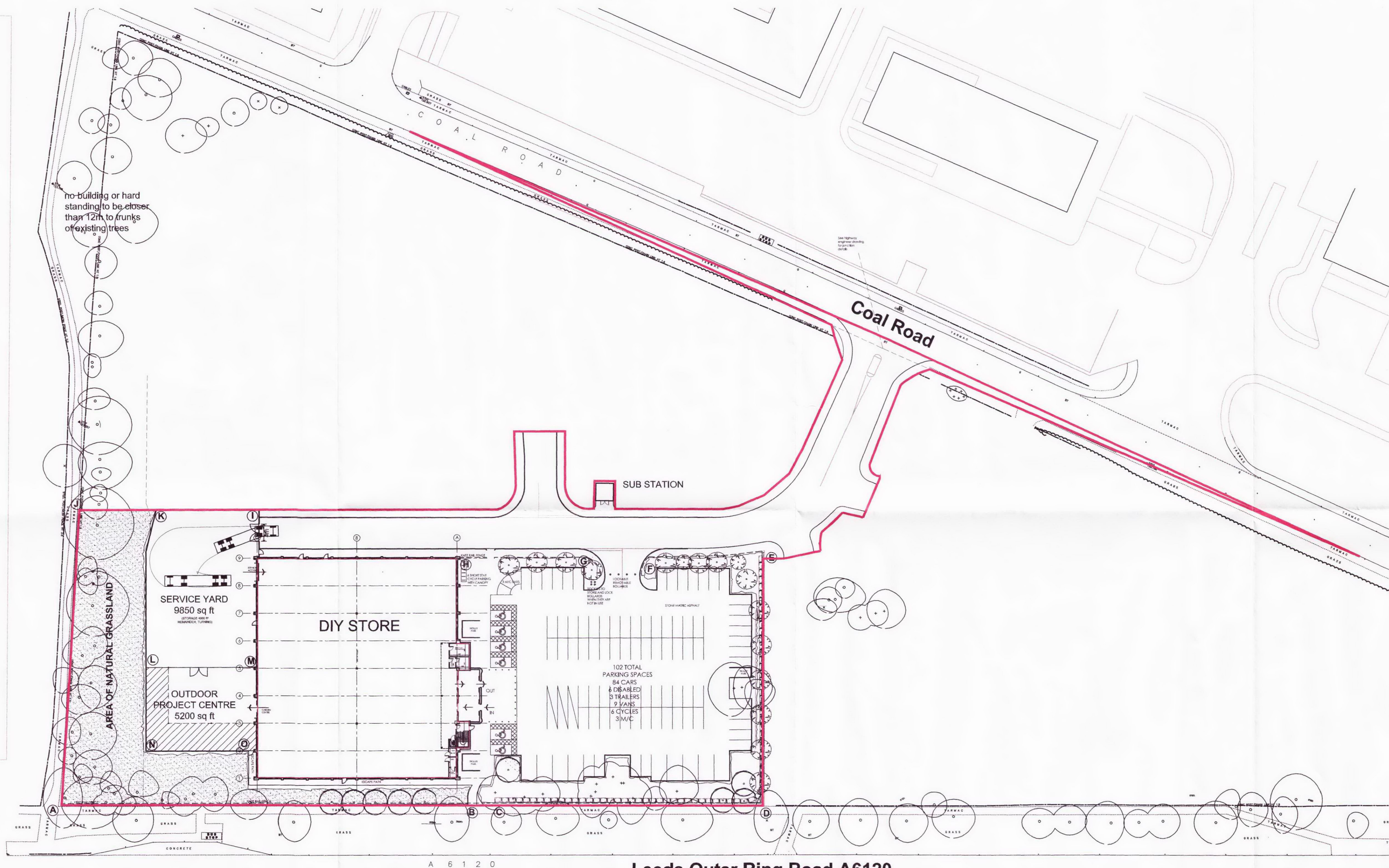
**Background Papers:**

Application and history files.

Certificate of Ownership- Certificate B served to LCC Highways Services and St James Securities Ventures (Leeds) Ltd dated 25<sup>th</sup> January 2011.



**BOUNDARY TREATMENT**  
(A-B) 600mm HIGH TIMBER KNEE RAIL  
(C-D-E-F) 600mm HIGH TIMBER KNEE RAIL  
(G-H) 600mm HIGH TIMBER KNEE RAIL  
(J-A) CONCRETE POST AND WIRE FENCE TO REMAIN  
(I-K-L) 4M POSTS SUPPORTING 4M WELDMESH FENCING AND  
TIMBER PANELLING  
(L-M) 4M POSTS SUPPORTING 4M WELDMESH FENCING AND  
TIMBER PANELLING  
(L-N-O) 6M POSTS SUPPORTING 4M WELDMESH FENCING  
AND TIMBER PANELLING  
SEE DRAWING AT(00) 020 FOR TIMBER AND MESH DETAIL

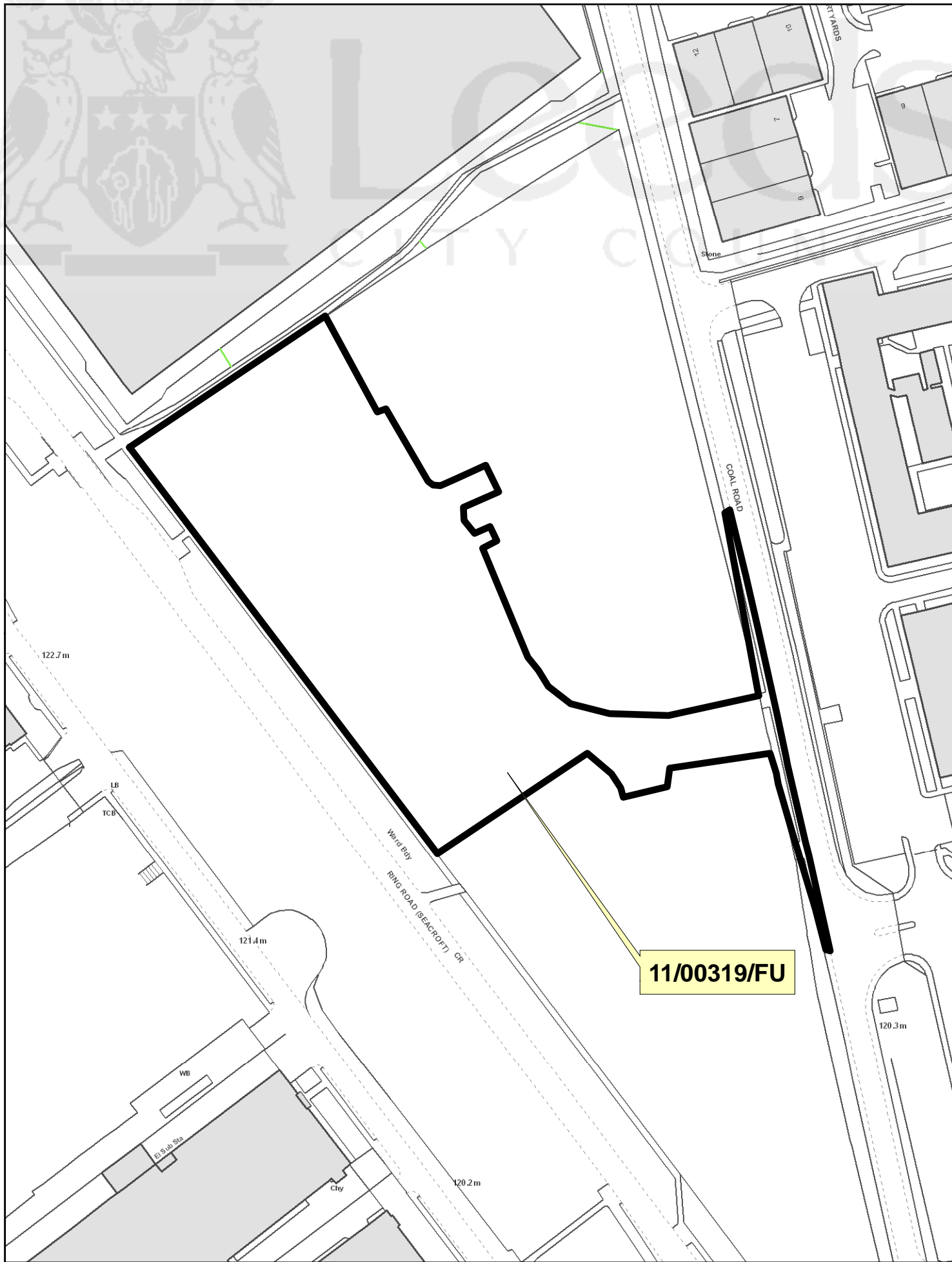


H	15/8/11.	Junction splay amended to accord with highway engineers drawings	BCD	PW
G	14/4/11.	Moved turning head, red line boundary to include visibility splay	BCD	PT
F	6/4/11.	Red line boundary, updated pedestrian link	BCD	PW
E	21/3/11.	Car park layout & schedule updated	BCD	PW
D	18/3/11.	Layout to service yard and outdoor project centre updated. Preservation of TPO trees and corresponding carpark reworking. Red line boundary updated	BCD	PW
C	13/1/11.	Changes to car parking, turning head lay out, red line boundary. Incorporate vision splay	BCD	PW
B	10/1/11.	New fire escapes, boundary detail, supply door amended	BCD	PW
A	15/12/10.	Gen. Updates, boundary changed	BCD	PW

Rev. Date Details Drawn Checked

Issued for:

PLANNING	
Project/Client:	Project No:
PROPOSED WICKES STORE	2110026
COAL ROAD, SEACROFT	Dwg No:
ST JAMES SECURITIES Ltd	AD (00) 103
	Rev:
	H
Drawing:	Scale:
PROPOSED SITE LAYOUT	1:500 @A1
	Drawn By: Date:
	JJH 7/12/2010
	Checked By: Date:
	RH 7/12/2010



# EAST PLANS PANEL