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**Report of the Chief Planning Officer**

***PLANS PANEL EAST***

**Date: 7<sup>th</sup> June 2012**

**Subject: Planning Application 11/04759/FU – New access road and 33 houses, with landscaping, on Land off Barrowby Lane, Garforth, Leeds, LS25**

**APPLICANT**

Charles Church (Yorkshire)

**DATE VALID**

25<sup>th</sup> November 2011

**TARGET DATE**

24<sup>th</sup> February 2012

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**Electoral Wards Affected:**

**Garforth and Swillington**

☐ Yes

Ward Members consulted  
(referred to in report)

**Specific Implications For:**

Equality and Diversity ☐

Community Cohesion ☐

Narrowing the Gap ☐

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**DEFER and DELEGATE approval to the Chief Planning Officer subject to the conditions specified and the completion of a legal agreement, to include the following obligations:**

- 1. Affordable Housing – 15% (of which 50% is to be social rented and 50% sub market)**
- 2. Offsite greenspace contribution – £59,262**
- 3. A contribution towards the funding of a Traffic Regulation Order to restrict parking around the junction of Barrowby Lane and Barwick Road**
- 4. Residential MetroCards (Bus and Rail) for future residents (current cost - £18,110.40).**
- 5. Agreement to the early delivery of housing on site.**
- 6. Local training and employment initiatives during the construction of the development,**

**In the circumstances where the S106 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.**

- 1. Time limit on permission (2 years).**
- 2. Plans to be approved.**
- 3. Details of fences and walls to be provided.**

4. Statement of construction practice.
5. Laying out of areas to be used by vehicles.
6. Retention of parking spaces.
7. Programme of archaeological recording.
8. Submission and implementation of landscaping details.
9. Landscape management plan.
10. Protection of retained trees and hedges.
11. Preservation of retained trees and hedges.
12. Provision for replacement trees.
13. Submission of walling and roofing materials.
14. Submission of surfacing materials.
15. Submission of noise insulation scheme.
16. Removal of permitted development rights for extensions and roof alterations.
17. Removal of permitted development rights for additional windows in gable ends.
18. Details of levels to be agreed.
19. Development to be carried out in accordance with approved drainage details.
20. Submission of Phase 1 desk study.
21. Reporting of unexpected contamination.
22. Submission of verification reports.

Full details of conditions (including any amendments as considered necessary) to be deferred and delegated to officers.

**Reasons for approval:** This application has been considered in accordance with the requirements of the RSS and UDPR 2006 and policy guidance within the NPPF and it is considered that the scheme provides for a good quality residential scheme. The proposals satisfactorily address highway and drainage issues and offer an acceptable level of amenity to future occupiers and will have no detrimental impact on the amenity of other nearby occupiers or to the visual amenity of the locality. The application is considered to comply with the following policies:

RSS Policies H1, H2, H3, H4, YH1, YH2, YH4, YH5, YH7, LCR1 and LCR2.

UDPR Policies GP5, GP7, GP11, N2, N4, N10, N12, N13, N23, N25, N24, N29, N38 (a and b), N39a, BD5, T2 (b, c, d), T5, T7, T7A, T24, H1, H2, H3, H11, H12, H13 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 full planning application is being presented to Plans Panel due to the size and sensitivity of the proposals. A determination by Plans Panel and a site visit by Members has also been requested by Cllr Mark Dobson (Garforth and Swillington Ward).
- 1.2 Under Policy H3-3A.29 of the Leeds UDP Review, 1.1 ha of land is allocated for housing at Barrowby Lane, Garforth.

## **2.0 PROPOSAL:**

- 2.1 The application seeks full planning permission for a residential development of 33 houses, including the laying out of streets and landscaping. This is a reduction on the 35 units originally applied for. In terms of vehicular access, this is proposed to be taken directly from Barrowby Lane.

- 2.2 A number of planning obligations are required and so the development will be subject to a S106 agreement which is expected to provide for the following:
1. Affordable Housing – 15% (of which 50% is to be Social Rented and 50% Sub-market). This equates to 5 units (3 x submarket and 2 x social rent).
  2. Offsite greenspace contribution – £59,262
  3. A contribution towards the funding of a Traffic Regulation Order to restrict parking around the junction of Barrowby Lane and Barwick Road.
  4. Residential MetroCards (Bus and Rail) for future residents (current cost - £18,110.40).
  5. Agreement to the early delivery of housing on site.
  6. Local training and employment initiatives during the construction of the development.

- 2.3 The Design and Access Statement identifies the development guidance that was used to inform the design of the layout. It also explains the evolution of the design, its framework and the justification for the design. The proposed houses are a mixture of detached and semi-detached dwellings, ranging from two-storey to two-storey with rooms in the roofspace. The external materials used in the construction of the dwellings will include brick and tile. It is also noted that many of the dwellings have been designed to provide an optional conservatory, although one is proposed for plot 2 as part of this application. The existing hedges to the east and west boundaries are to be cut back, but retained and new hedge planting is proposed along the Barrowby Lane frontage, as the existing one will need to be entirely removed in order to allow for footway improvements and the necessary vehicular visibility splays. Additional landscaping (in plot) is also proposed throughout the site.

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

- 3.1 The application site lies to the north of Garforth, a short distance away from Main Street and Garforth town centre. The site itself has the appearance of having historically been used as part of a market garden and includes a number of small fruit trees, as well as other ornamental shrubs. The site boundaries are well defined and comprise substantial hedgerows. The northern boundary is with the embankment of the Leeds – York railway line, which contains a number of mature trees and vegetation. The site is relatively level, although Barwick Road (to the east) is set on a gradual fall to the north in order to pass under the railway bridge.

- 3.2 The surrounding area to the east of the site is comprised of denser residential development, closer to the centre of Garforth. To the south is a vacant garage site and commercial premises. To the west of the site, Barrowby Lane has a rural character, containing a small number of bungalows and houses, as well as open farmland. The railway to the north forms a hard edge to the site beyond which is open countryside.

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

- 4.1 None

### **5.0 HISTORY OF NEGOTIATIONS:**

- 5.1 Pre-application discussions have taken place between the applicant and officers regarding the proposed layout of development on the site and the detailed design of the proposed house types and landscaping.
- 5.2 The applicant has subsequently submitted this full planning application, which has been subject to initial discussion with Ward Members (Cllr Tom Murray) and further general negotiation and revision to the scheme. The developer has also made contact with the Garforth Flood Group to make them aware of the revised drainage proposals.

- 5.3 Officers have sought to arrange a further briefing session with Ward Members, although unfortunately it has not been possible to arrange such a meeting to date. A verbal update will be provided to Members if a meeting takes place between the writing of this report and the Plans Panel meeting.

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

- 6.1 5 site notices have been displayed, posted 2<sup>nd</sup> December 2011. However, following complaints from local residents about notices being removed / vandalised, as well as their location, fresh site notices have been posted in new locations. Given the absence of street lighting columns on Barrowby Lane, a number of neighbour notification letters have also been sent to nearby residential properties.

- 6.2 38 letters of representation have been received from local residents stating concern that:

- The consultation process has been inadequate.
- Barrowby Lane already experiences highway problems in terms of car parking.
- The proposals will result in an unacceptable amount of additional traffic and the signalised junction on Aberford Road cannot cope with the existing situation.
- Any proposals to restrict on street parking should be designed to avoid creating problems elsewhere.
- Concern that the amount of car parking provision within the scheme will be inadequate.
- The location of some vehicular turning areas could result in lights shining into adjacent properties.
- The height of the dwellings could result in the overshadowing of some adjacent properties.
- The positioning of some dwellings could result in the overlooking of some adjacent properties.
- The design of the proposals do not respect the rural character of the rest of Barrowby Lane.
- The purpose of the pumping station is unknown and there is concern about what will happen to waste water, as well as rainwater runoff.
- Concern about the adequacy and impact of the proposed drainage scheme on nearby properties.
- Questions are raised as to the quality of the built form given recent media coverage of poorly built properties.
- No case has been made for the release of this greenfield site and other brownfield sites should be developed first.
- The proposals do not satisfactorily address the Green Belt edge to the site and will appear obtrusive in the surrounding landscape.

## **7.0 CONSULTATIONS RESPONSES:**

### **7.1 Statutory:**

Highways: - No objections in principle. However, it is considered that the development should be required to fund a Traffic Regulation Order in the vicinity of the nearby junction of Barrowby Lane and Barwick Road.

Health and Safety Executive: - The HSE does not advise against the grant of planning permission.

Environment Agency: - The scheme is acceptable provided that the recommendations of the Flood Risk Assessment are followed.

Coal Authority: - No objections, remediation conditions recommended.

## 7.2 **Non-statutory:**

Metro: - Request that bus stop number 23789 is upgraded to include a shelter and that a residential MetroCard scheme (for bus and rail) is included in the S106 agreement.

Yorkshire Water: - The scheme is acceptable provided that the recommendations of the Flood Risk Assessment are followed. Conditions are recommended.

Flood Risk Management Team: - The proposals are considered to be acceptable and conditions are recommended.

Public Rights of Way: - There are no claimed or definitive rights of way crossing or abutting the site.

Environmental Protection Team: - Following the submission of further information on the frequency of and noise generated by trains on the Leeds – York Railway line, no objections are raised to the layout of the proposals.

West Yorkshire Archaeology Service: - The site lies within an area of archaeological interest and further information is required (a condition is recommended).

West Yorkshire Ecology: - No objections, although advice is provided in relation to hedgerow planting along Barwick Road and tree planting on site.

## 8.0 **PLANNING POLICIES:**

8.1 The development plan includes the Regional Spatial Strategy to 2026 (RSS) and the adopted Leeds Unitary Development Plan (Review 2006) (UDP) along with relevant supplementary planning guidance and documents. The Local Development Framework will eventually replace the UDP 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 housing. The site is not designated for any particular purpose in the UDPR. Land abutting to the south and east is designated Green Belt.

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

H1: annual average additions to housing stock and previously developed target.

H2: Sequential approach to allocation of land.

H3: managed release of housing land.

H4: affordable housing.

YH1: Spatial pattern of development and core approach.

YH2: Sustainable development.

YH4: focus development on regional cities.

YH5: Focus development on principal towns.

YH7: location of development.

LCR1: Leeds city region sub area policy.

LCR2: regionally significant investment priorities, Leeds city region.

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

GP5: General planning considerations.  
GP7: Use of planning obligations.  
GP11: Sustainable development.  
N2/N4: Greenspace provision/contributions.  
N10: Protection of existing public rights of way.  
N12/N13: Urban design principles.  
N23/N25: Landscape design and boundary treatment.  
N24: Development proposals abutting the Green Belt.  
N29: Archaeology.  
N38 (a and b): Prevention of flooding and Flood Risk Assessments.  
N39a: Sustainable drainage.  
BD5: Design considerations for new build.  
T2 (b, c, d): Accessibility issues.  
T5: Consideration of pedestrian and cyclists needs.  
T7/T7A: Cycle routes and parking.  
T24: Parking guidelines.  
H1: Provision for completion of the annual average housing requirement identified in the RSS.  
H2: Monitoring of annual completions for dwellings.  
H3: Delivery of housing on allocated sites.  
H11/H12/H13: Affordable housing.  
LD1: Landscape schemes.

### 8.4 Supplementary Planning Guidance / Documents:

Neighbourhoods for Living – A Guide for Residential Design in Leeds  
Street Design Guide

### 8.5 National Planning Guidance:

National Planning Policy Framework

## 9.0 **MAIN ISSUES**

1. Principle of development
2. Highway and access issues
3. Appearance
4. Landscaping
5. Layout and scale
7. Impact on residential amenity
8. Noise
9. Drainage
10. Impact on Listed Building
11. Planning obligations

## 10.0 **APPRAISAL**

### Principle of development

- 10.1 Section 38(6) of the Planning and Compensation Act 2004 requires that applications must be determined in accordance with the development plan unless material considerations indicate otherwise. The application is on a Phase 3 allocated Greenfield site, within the settlement of Garforth. The first issue is whether it is appropriate for this greenfield site to be released.
- 10.2 The implications that flow from the Grimes Dyke appeal decision, which was reported to Plans Panel on 14<sup>th</sup> July 2011, have been the subject of reports to Executive Board

on 22<sup>nd</sup> June and the Joint Plans Panel of 30<sup>th</sup> June 2011. In the light of the Inspectors and the Secretary of State's findings, Executive Board agreed in principle to release all phase 2 and 3 housing sites for development and as this site is allocated for housing in Phase 3, no objections in principle are raised.

#### Highway and access issues

- 10.3 The development will generally be served by one principal point of access from Barrowby Lane, leading to two short cul-de-sacs to the east and west. However, four properties fronting Barrowby Lane, to the east of the principal access, will be served by a single private drive. Accordingly, there will be a total of two points of access onto Barrowby Lane. This is a revision to the originally submitted scheme which contained one principal point of access and two private drives either side for the properties fronting Barrowby Lane. Additionally, the footway along Barrowby Lane shall be widened to 2m for the entire length of the site frontage.
- 10.4 Highway officers have no objections in principle, although it is recognised that on street parking occurs at the nearby junction of Barrowby lane and Barwick Road. It is therefore considered that the development should be required to fund the introduction of waiting restrictions in the vicinity of the junction in the interests of providing an unobstructed access to the site. Accordingly, a contribution towards the funding of a Traffic Regulation Order is to be included in the S106 agreement. Whilst residents' concerns about the capacity of the signalised junction on Aberford Road are noted, it is considered that there is limited practical scope to improve the signals and the impact of the development is minimal in any event.
- 10.5 The amount of car parking proposed within the development is considered to be acceptable (at a rate of at least two spaces per dwelling, exclusive of garage space). Three designated visitor spaces are also provided for. The layout has been revised to ensure that roads, footways and car parking spaces are of the necessary dimensions. Overall, it is considered that the proposals would raise no specific road safety concerns.
- 10.6 The consultation response from Metro and the request for the upgrading bus stop 23789 is noted. However, this stop serves northbound services to Barwick-in-Elmet and is likely to be of limited use to future residents of this development. For this reason and given the relatively small scale of the development, it is considered unreasonable to require the provision of a shelter. However, the request for residential MetroCards is considered acceptable and the developer is agreeable to funding this.

#### Appearance

- 10.7 The house types are traditional in nature and have a congruity of form and fenestration detailing. Attention has been given to the provision of heads and cills to doors and windows on all elevations. The materials suggested by the applicant are brick (a mixture of Arden Special Reserve (red) and Harborough Buff Multi) and roof tiles (a mixture of Grovebury Farmhouse Red and Mini Stonewold Slate Grey). Details of materials would usually be secured by way of condition.

#### Landscaping

- 10.8 The site is well contained by existing hedges and contains some degree of vegetation and small fruit trees in the site. Whilst the hedges are to be retained to the east and west boundaries, much of the vegetation within the site is of low interest. Nevertheless, officers consider it appropriate to replant some of the small fruit trees within the rear garden areas of the proposed properties. This will be secured by condition as part of the full landscape details to be agreed for the development. Two significantly sized Sycamore trees exist in the north west corner of the site and

these have been identified as category C trees (trees which are overall of low quality). It is proposed that these trees are removed. However, following negotiations with the applicant, the revised scheme provides for enhanced tree planting along the site frontage as mitigation, in addition to a newly planted Hawthorne hedge. Much of the existing vegetation to Barrowby Lane will need to be removed in order to allow for the necessary footway widening and visibility splays. The railway embankment is off-site and contains a group of Hawthorn trees which offer screening, but are not directly affected by the development.

- 10.9 Given the relatively small size and location of the development, officers are minded to accept an off-site greenspace contribution of £62,853.52 rather than require greenspace to be provided on site in this instance. This sum shall be secured through the S106 agreement.

#### Layout and scale

- 10.10 The layout of the site essentially provides for a 'T' shaped cul-de-sac within the site. Six houses are proposed to front onto Barrowby Lane itself, four of them to be accessed via their own single private drive. All of the proposed houses front onto the proposed streets and rear garden areas are secured with no rear access paths being proposed.
- 10.11 The development consists of mainly two-storey detached, semi-detached and terraced dwellings, along with 3 two-storey houses with rooms in the roof space. Some letters of representation have noted that the proposals appear more urbanised than the semi-rural character of the rest of Barrowby Lane, further west. However, it is noted that the site is allocated for housing and is located in close proximity to denser forms of development on the east side of Barwick Road and is also close to Garforth town centre. It is also noted that the building line in the revised layout is somewhat staggered, common with the existing frontage to Barrowby Lane and Barwick Road. In particular, two properties form a 'gateway' either side of the principal access and the remaining properties are set back beyond a private drive. As noted above, the frontage is to contain a mixture of retained and newly planted trees, as well as a new Hawthorne hedge. On balance, it is considered that the revised scale of development and the landscape setting to Barrowby Lane is acceptable in providing a transition between urban and rural.

#### Impact on residential amenity

- 10.12 The site is well contained by existing boundaries, although it is noted that No. 2 Barrowby Lane is located to the south east of the site and No. 22 Barrowby Lane is located to the west. Distances of between 11.5m and 18m will exist between the main rear elevations of plots 2 – 5 and the retained boundary hedge to the side of No. 22 Barrowby Lane, all of which exceed the separation distances recommended in Neighbourhoods for Living. Plot 1 has an unusual layout, having a driveway and garage to the rear, but a private side garden area. The west side elevation of plot 1 contains lounge patio doors and ground-floor and a bedroom window at first floor, set 8 -10m from the boundary with No. 22 Barrowby Lane. The boundary is formed by the existing hedge to the front garden of No. 22 and in these circumstances, it is not considered that this arrangement would result in an unacceptable level of overlooking.
- 10.13 A distance of at least 28m will exist between the main rear elevations of plots 19 and 20 and No. 2 Barrowby Lane, separated by an existing hedge. No windows are proposed to the side elevation of plot 33, to the west of No. 2 Barrowby Lane, although an optional conservatory has been indicated to the rear (the side windows of which could be obscure glazed). Nevertheless, the existing hedge is to be retained,



which will provide screening between the two properties. It is therefore considered that there will be no impact of overlooking on No. 2 Barrowby Lane.

- 10.14 Within the site, the relationships between properties are considered reasonable and in the revised scheme, the spaces between dwellings have been increased in the most visually prominent locations. Overall, the size of the rear garden areas is considered to be generally acceptable.

#### Noise

- 10.15 The site is located immediately to the south of the Leeds – York railway line and so noise from passing trains is a factor that has been considered. A noise report has been submitted with the application, together with an addendum, which has been considered by officers. The report notes that during the course of the daytime noise survey, up to 14 trains passed the application site per hour, though during the night time survey (00:00 – 03:00) only one train movement was observed. The addendum notes reduced frequency of trains on Saturdays and Sundays to the extent that there are no trains passing for at least 95% of any hour. The report identifies that a sound attenuation scheme can be designed to provide acceptable noise levels within the properties closest to the railway line. However, the report also acknowledges that the transport noise within the rear garden areas of the closest properties would be above normally acceptable World Health Organisation (WHO) guidelines, but states there is no significant action that can be taken to mitigate for this. However, it is also noted that the WHO guidelines are designed for steady continuous noise, rather than infrequent noise, as in this instance. During negotiations, an exploration of different layouts has taken place to try and lessen the noise impact. However, the relatively small size of the site means that it is difficult to design an acceptable layout in design terms. Overall, it is recognised that the site has been allocated for housing in the development plan and the proposed layout offers the best solution in design terms. Following further consultation, Environmental Health Officers are satisfied with proposals and raise no objection. The prominence of the railway line is such that potential occupiers will be fully aware of its presence.

#### Drainage

- 10.16 The applicant has submitted a Flood Risk Assessment (FRA) which outlines the proposals for surface water disposal. Although there are no public sewers in the immediate vicinity of the site the FRA suggests two alternative points of connection could be pursued at detailed design stage and both of these options were considered to be acceptable in principle by the Flood Risk Management Team. Following the comments and concerns raised from objectors, the applicant has revised their drainage strategy, such that surface shall be discharged to the north, to a point on Barwick Road (just south of the railway bridge), rather than pursue the Barrowby Lane option. The FRA also confirms the surface water discharge rate will be limited to greenfield rates of 5 l/s, which is considered to be acceptable. The proposed pumping station (to be sited mostly underground) is necessary due to the change in levels, to pump foul sewage to the existing combined system at the junction of Barrowby Lane and Barwick Road. The applicant has written to the Garforth Flood Group and provided a plan showing the revised drainage proposals, albeit no comments have been received to date.

#### Impact on Listed Building

- 10.17 The bridge carrying the railway over Barwick Road, to the east of the site, is a Grade II Listed structure. Accordingly, the application has been advertised as a development which affects the setting of a Listed Building. Nevertheless, whilst the proposed development is in close proximity, it is separated from the bridge by the existing railway embankment and embankment to Barwick Road, together with the existing

hedges and vegetation, which are largely to be retained. Overall, it is considered that the proposals will have no detrimental impact on the setting of the Listed structure.

#### Planning obligations

- 10.18 The planning obligations for this development will include provision of Affordable Housing, a greenspace contribution, TROs, residential MetroCards, the early delivery of housing on site and local training and employment initiative during the construction of the dwellings.
- 10.19 The revised Affordable Housing Policy was adopted by Executive Board on 18<sup>th</sup> May 2011, to be implemented with effect from 1st June 2011. The relevant minute states that the policy would therefore apply to all relevant decisions made on or after 1st June 2011.
- 10.20 The policy will apply until it is replaced by the formal Local Development Framework policies within the Core Strategy and Affordable Housing Supplementary Planning Document (SPD), anticipated later this year, unless there is clear evidence of a change in market circumstances to warrant any further change in the meantime.
- 10.21 Planning permissions granted on the basis of the interim policy will normally be time limited to 2 years for implementation to ensure that permissions are implemented reasonably swiftly, and to reflect the fact that the affordable housing policy will be reviewed through the Core Strategy and Affordable Housing SPD.
- 10.22 In relation to the application site the Interim Policy applies a requirement of 15% affordable housing. The requirement for a 50/50 mix of social rent and shared equity is unchanged. For the proposal scheme, five units (plots 14 – 18) are to be allocated Affordable Housing (3 x submarket and 2 x social rent). The applicant is also agreeable to the early delivery of housing on site and has indicated a willingness to commence development as soon as possible if planning permission is granted, following discharge of conditions where necessary.
- 10.23 From 6 April 2010 guidance was issued stating that a planning obligation may only constitute a reason for granting planning permission for development if the obligation is:
- Necessary to make the development acceptable in planning terms** - Planning obligations should be used to make acceptable, development which otherwise would be unacceptable in planning terms.
- Directly related to the development** - Planning obligations should be so directly related to proposed developments that the development ought not to be permitted without them. There should be a functional or geographical link between the development and the item being provided as part of the agreement. **And:**
- Fairly and reasonably related in scale and kind to the development** - Planning obligations should be fairly and reasonably related in scale and kind to the proposed development.
- 10.24 All contributions have been calculated in accordance with relevant guidance, or are otherwise considered to be reasonably related to the scale and type of development being proposed.

## **11.0 CONCLUSION**

- 11.1 Overall, it is considered that the revised layout of 33 dwellings now offers a form of development that is acceptable in layout and design terms. Importantly, it contains a frontage to Barrowby Lane, which whilst more built up than the existing situation, offers a transition between the urban character of Garforth and the rural character found further along Barrowby Lane.
- 11.2 The siting of the proposed dwellings and the distances between them and existing properties, together with the presence of retained boundary hedgerows, is considered sufficient to ensure that there is no detrimental impact of overlooking, over-dominance or overshadowing to existing properties. Further, it is considered that the relationships between the proposed dwellings within the revised layout is now acceptable and that there will be no unacceptable impact in terms of noise from the railway.
- 11.3 Within the scheme, the revised layout is now considered acceptable from a highways perspective, providing satisfactorily dimensioned roadways, footways, driveways and pedestrian circulation space. The applicant is agreeable to contributing towards a TRO for waiting restrictions around the Barrowby Lane / Barwick Road junction. Overall, it is considered that the extent of these works is fairly and reasonably related to the development. The applicant is also agreeable to the funding of MetroCards for future occupants.
- 11.4 Following further consideration of the potential drainage options for the site, the developer has opted for solutions which do not affect Barrowby Lane directly. Surface water runoff will be controlled and attenuated at greenfield rates. On this basis, it is considered that the proposals will not exacerbate local drainage problems.
- 11.5 In light of the above, it is considered that the revised proposals are now acceptable and it is therefore recommended that Members defer and delegate approval of the application to officers in order to finalise conditions and the S106 agreement.

## **12.0 Background Papers:**

- 12.1 Application and history files.  
Certificate of Ownership - Notices served on:  
Mr R Brooke - 26 Westbourne Avenue, Garforth, Leeds  
Mr D Brooke – 3 Church View, Garton-on-the-Wold, Driffield  
Mr J Brooke – 1 Roseville Terrace, Crossgates, Leeds  
Ms K Brooke – 3 Hollyshaw Walk, Leeds

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KEY:

- 1800 HIGH CLOSE BOARDED FENCE TO REARS
- 1500 HIGH CLOSE BOARDED FENCE PLOT DIVISION
- DENOTES 2400 HIGH ACOUSTIC FENCE
- DENOTES 1800 HIGH SCREEN WALL / FENCE

SCHEDULE OF ACCOMMODATION

Che	CHERRIBURN 4 BED/6 PERSON DETACHED	8 No.
Bar	BARINGTON 5 BED/7 PERSON DETACHED	3 No.
Win	WINSTER 4 BED/6 PERSON DETACHED	3 No.
Ros	ROCHESLEY 4 BED/6 PERSON DETACHED	6 No.
Cla	CLANDEN 3 BED/5 PERSON DETACHED	2 No.
Ruf	RUFFORD 3 BED/5 PERSON DETACHED/SEM	6 No.
Thr	THURBURY 3 BED/5 PERSON TERACE	3 No.
Swa	SWALE 3 BED/5 PERSON SKIN	2 No.
TOTAL 33 No.		

- EXISTING HEDGEROWS CUT BACK AND RETAINED
- EXISTING HEDGEROW ROOT PROTECTION
- PROPOSED HEDGEROW
- PROPOSED NATIVE SPECIES TREE PLANTING
- BLOCK PAVING

FOR FULL LANDSCAPE DETAILS SEE LANDSCAPE ARCHITECTS PLANS

PARKING SPACES TO BE 5m X 2.5m

ALL DRIVEWAYS ARE A MIN OF 5.6m LONG

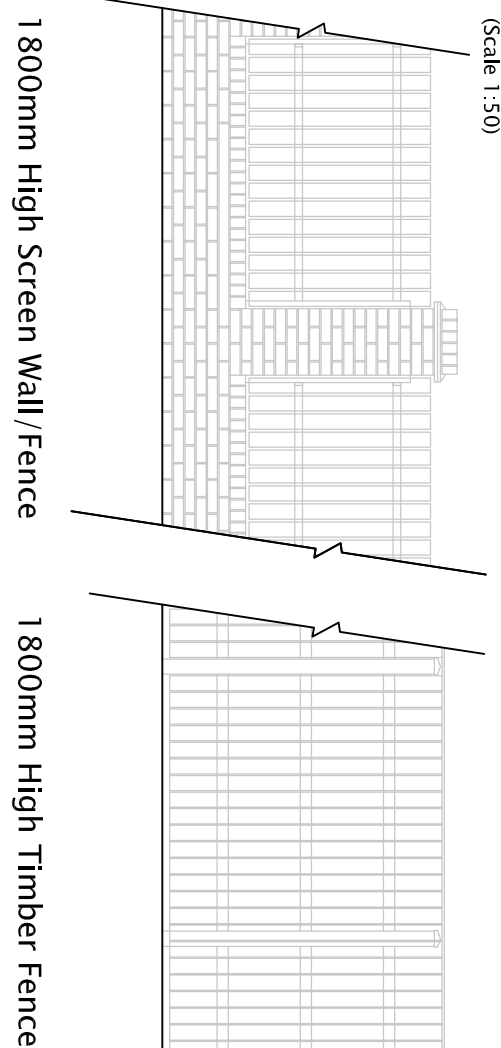
SINGLE DRIVES ARE 3m WIDE

DOUBLE DRIVES ARE 6m WIDE

6m x 3m GARAGES ARE INDICATED ON PLAN

BOUNDARY TREATMENTS

(Scale 1:50)



NOTE

Local Authority Planning Guidance "Neighbourhoods for living"

states that garden size's should be at least  $\frac{1}{3}$  of the total gross floor area of the dwelling.

ALL GARDEN SIZES MEET TARGET REQUIREMENTS

Garden Size Table

Plot	House type	Type	Bed	Bath	Swim	Height	House Size	Proposed	Order Size	Size	Taxlot	Order Size	Size
1	Clarendon	D	3	2	2	75	115	83	75	62	62	62	
2	Clarendon	D	4	4	2	110	116	120	77	77	77	77	
3	Windsor	D	4	4	2	120	118	120	77	77	77	77	
4	Clarendon	D	4	4	2	115	115	115	77	77	77	77	
5	Clarendon	D	4	4	2	154	115	154	77	77	77	77	
6	Clarendon	D	4	4	2	115	115	152	77	77	77	77	
7	Clarendon	D	4	4	2	115	115	115	77	77	77	77	
8	Clarendon	D	4	4	2	115	115	115	77	77	77	77	
9	Barrington	D	5	2.5	149	105	149	105	66	66	66	66	
10	Barrington	D	5	2.5	149	105	149	105	66	66	66	66	
11	Barrington	D	5	2.5	149	105	149	105	66	66	66	66	
12	Barrington	D	5	2.5	149	105	149	105	66	66	66	66	
13	Riviera	D	3	2	2	102	102	102	53	53	53	53	
14	Moulton	D	2	2	2	56	56	42	37	37	37	37	
15	Moulton	D	2	2	2	56	56	42	37	37	37	37	
16	Moulton	D	2	2	2	56	56	42	37	37	37	37	
17	Henbury	D	3	3	2	71	71	56	47	47	47	47	
18	Henbury	S	3	3	2	81	81	67	47	47	47	47	
19	Riviera	S	3	3	2	67	67	47	47	47	47	47	
20	Riviera	S	3	3	2	67	67	47	47	47	47	47	
21	Riviera	T	4	2	2	102	102	109	68	68	68	68	
22	Riviera	T	4	2	2	102	102	109	68	68	68	68	
23	Glenburn	D	4	2	2	115	115	152	77	77	77	77	
24	Glenburn	D	4	2	2	115	115	152	77	77	77	77	
25	Clarendon	D	4	4	2	115	115	92	77	77	77	77	
26	Riviera	D	4	4	2	102	102	93	66	66	66	66	
27	Clarendon	D	4	4	2	115	115	106	77	77	77	77	
28	Clarendon	D	4	4	2	115	115	106	77	77	77	77	
29	Clarendon	D	5	3	2	143	143	172	82	82	82	82	
30	Barrington	D	5	2.5	149	105	149	105	66	66	66	66	
31	Barrington	D	5	2.5	149	105	149	105	66	66	66	66	
32	Riviera	D	3	2	2	80	80	62	53	53	53	53	
33	Clarendon	D	4	4	2	115	115	162	77	77	77	77	

CONSERVATORIES

DASHED LINE INDICATES POSITION OF POSSIBLE CONSERVATORY, SUBJECT TO CUSTOMER EXTRA.

CONSERVATORIES

PLOT 2 TO HAVE CONSERVATORY AS STANDARD



REV C- BOUNDARY TREATMENTS AMENDED BY AS DATED 17/06/12.

REV B- PARKING NUMBERS ADDED TO PLOTS 14-16. FURTHER LANDSCAPING ADDED IN FRONT OF CONSERVATORY OPTION REMOVED. DRIVEWAYS INCREASED TO 3M AND 6M. REVISED VISIBILITY SPLANS ADDED-27 APRIL 12

REV A- SITE REDESIGNED TO SUIT VARIOUS COMMENTS-APRIL 12



Charles Church West Yorkshire

Tel: 0113 2409726

Fax: 0113 2409667

3 Hepton Court,

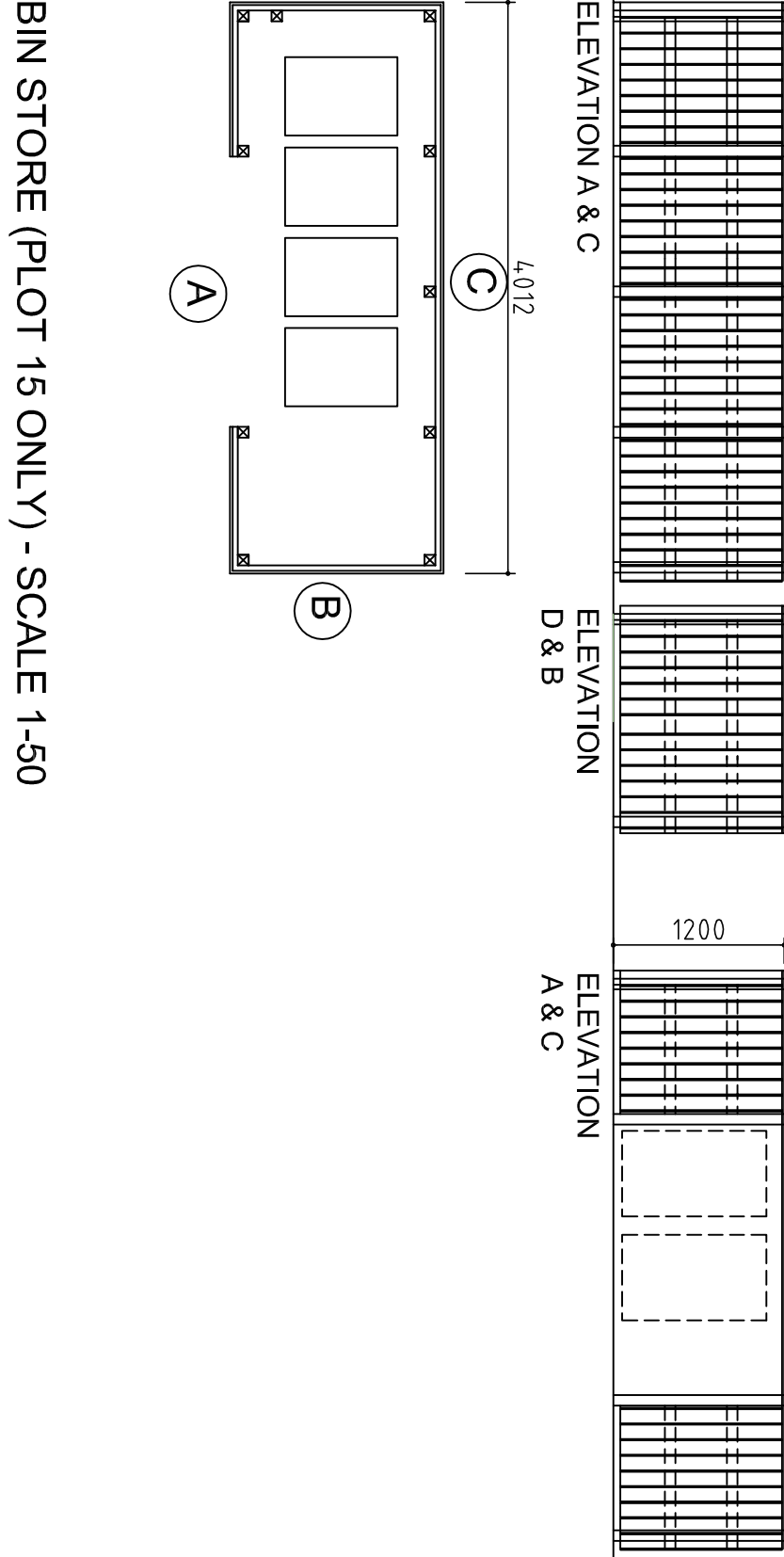
York Road,

Leeds.

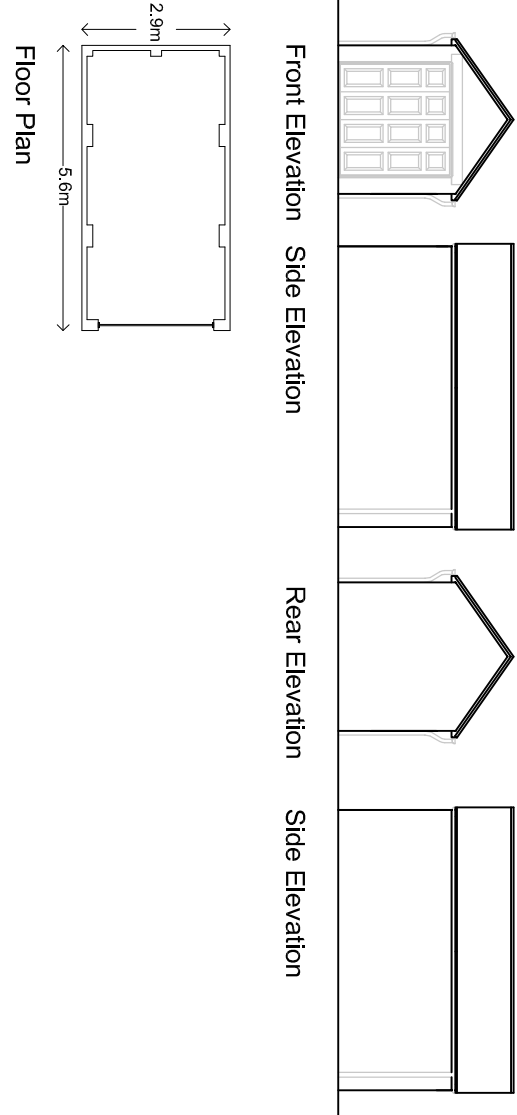
LS9 6PW

BARROWBY LANE, GARFORTH

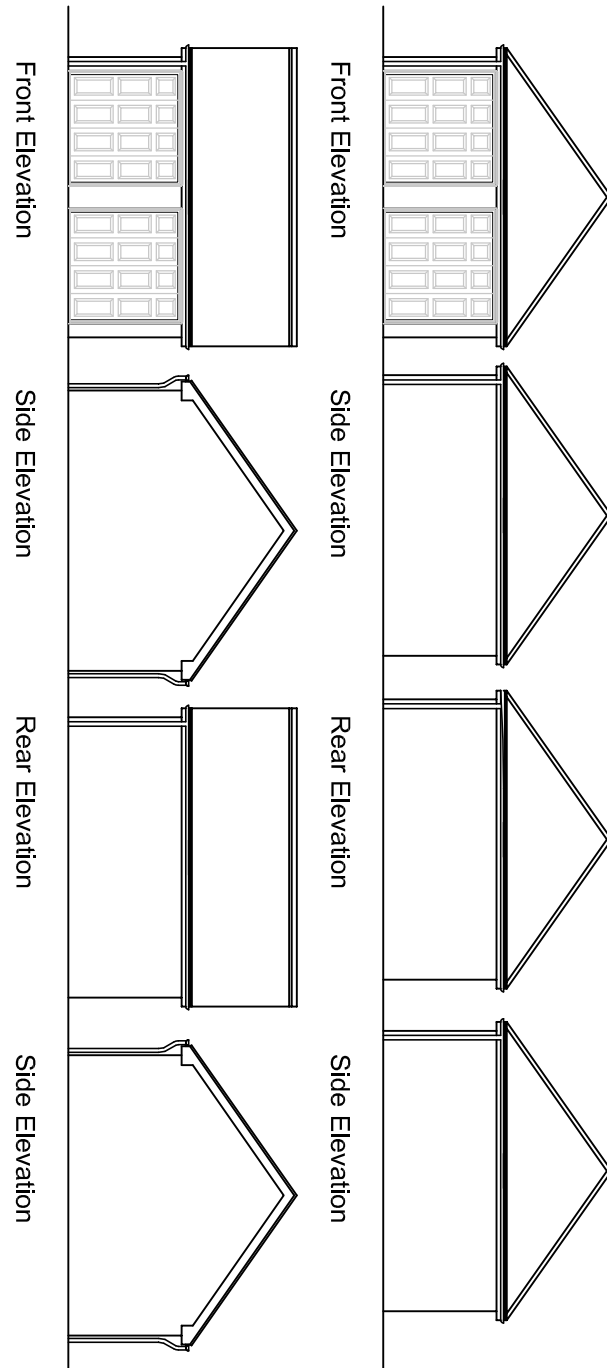
PROPOSED PLANNING LAYOUT	
Scale	1:500@A1
Drawn By	CAH
Checked By	AS
Drawing Number	BL-201101C
	MARCH 12



BIN STORE (PLOT 15 ONLY) - SCALE 1:50

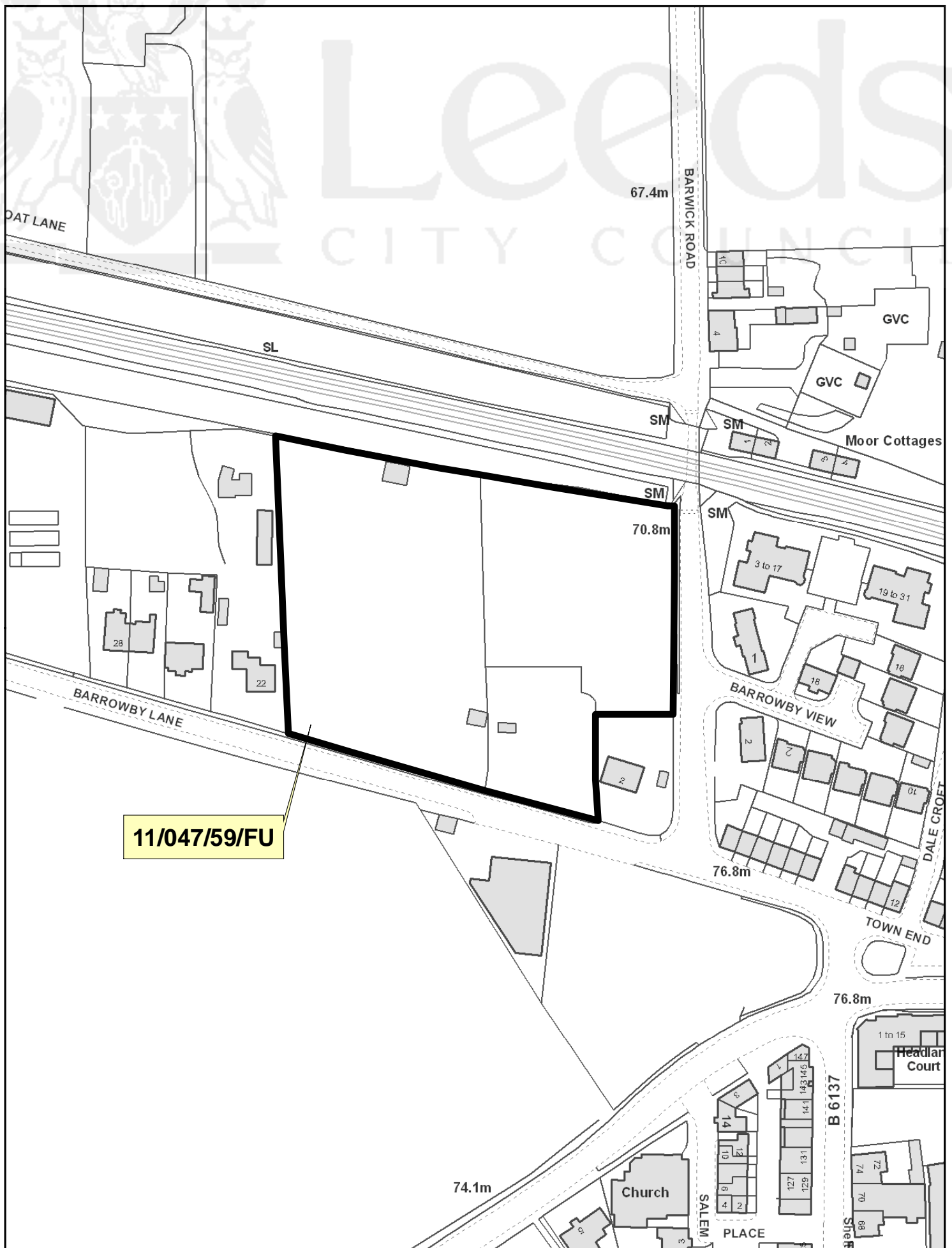


GARAGE DETAILS (Scale 1:150)



Floor Plan





# EAST PLANS PANEL