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**Report of the Chief Planning Officer**

***SOUTH & WEST PLANS PANEL***

**Date: 3<sup>rd</sup> June 2021**

**Subject: 20/07925/FU - Erection of a 62-unit Extra Care housing facility, including associated community facilities, parking, access, landscaping and infrastructure Land To The North Of Holmsley Lane Woodlesford**

**Applicants:  
Lovell Later Living**

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**Electoral Wards Affected:**

Rothwell

Yes

Ward Members consulted

**Specific Implications For:**

Equality and Diversity

Community Cohesion

Narrowing the Gap

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

**Conditions**

1. Commencement within 3 years
2. Development to accord with the approved plans
3. Materials samples required
4. Details of obscure glazing to balconies
5. Construction Management Plan
6. Details of the proposed cycle facilities
7. Details of proposed vehicular access
8. Waste collection provision
9. Details of the EV Charging Points
10. Residents will not be eligible for permit parking
11. Hedgerow removal within certain months
12. Details of bat & bird boxes
13. Implementation of tree protection measures
14. No dig surfacing around retained trees
15. Full details or hard & soft landscaping
16. Landscape management plan (including 5 year tree replacement)

17. Implementation of approved drainage scheme
18. Details of construction phase drainage
19. Long term maintenance of drainage
21. Phase II report
22. Remediation Statement
23. Verification reports for contaminated land
24. Development to be constructed in accordance with the sustainability reports
25. Post development confirmation regarding EN1/EN2 measures

#### **1. Introduction:**

2. This application is brought to Plans Panel as the application is considered to be locally sensitive with a significant level of representation received and the Chair considers that the application should be referred to Plans Panel for determination. This meets the test set out in the Officer Scheme of Delegation and it is therefore appropriate to report the application to Panel for determination.
3. The application relates to the erection of a 62 bed Extra Care facility including community facilities on land off Holmsley Lane, Woodlesford. The scheme was subject to a pre-application which was presented to members in November 2019. Members were generally supportive of the scheme with comments mainly relating to landscaping and trees.

#### **4. Site and Surroundings:**

5. The site is currently vacant but previously contained a single storey, Council run, building comprising of an adult training centre (known as Woodlesford Training Centre). This was demolished in approximately 2016.
6. The site is relatively flat and is bounded to the north and east by existing housing, to the south by Holmsley Lane and to the west by the Rothwell Fulfilling Lives Centre (also known as Aspire) which is a bespoke day centre providing a support for people with learning disabilities as well as Holmsley Green which provides apartments for people with learning difficulties and mental health issues. The site is roughly square in shape and is characterised by a wooded area to the north-east of the site and a number of trees along the road frontage with Holmsley Lane. Currently, access to the site is shared with the existing access serving the Aspire building with a spur right into the site.
7. The surrounding area is predominantly residential with predominant house type being detached or semi-detached. The dwellings along Holmsley Lane to the south are generally larger detached properties with the dwellings to the north and east part of a relatively recent new build housing development

#### **8. Proposal**

9. Planning permission is sought for the erection of a 62 bed Extra Care facility which would be predominantly three storeys in height with single storey elements located to the north, east & west. It would have a roughly sideways 'T' shape. Bedroom accommodation would be set over three floors. At ground floor there would also be ancillary uses including a café and dining room, salon, lounge, laundry room and a buggy store.
10. The building would measure 11.6m in height though the single storey elements would have a height of 5m and would have a traditional appearance to match in with the

surrounding buildings. At its longest and widest points the building would measure 62m x 63m though because of the 'T' shape nature of the building this would help to break up the massing. The single storey element to the rear of the site would have a hipped roof with a low pitch which would reduce impact to the surrounding properties.

11. The primary material in the elevations will be brick with two brick types used to the main elevations. Soldier coursing and areas of herringbone brick detailing would be used to create interest. A single storey element to the south of the building would contain the main entrance and communal areas. It is proposed to use a blue brick for this section to create visual interest. Further use of blue brick is proposed in the recess on the north elevation to identify the entrance from the car park.
12. All upper floor apartments would have a balcony to give each resident access to their own private, outside space. There will be a combination of balcony styles to give variation to the elevations. Predominantly on the front elevation, a brick supported balcony will extend up to the second floor in order to retain the residential feel. In order to prevent giving a 'heavy' feel to the building, an alternative balcony is also proposed which will involve a cantilevered style balcony. This style of balcony is to be clad in a grey aluminium flashing to tie in with the colours of the window frames.
13. To the east there would be another single storey addition which would contain a sub-station, electric plant and bin store. It has been designed to be an integral part of the development rather than as a secondary building and would be constructed of the same materials as the main building.
14. Vehicular access would be taken from the existing access off Holmsley Lane with the main car park located to the rear of the site. There would be a newly formed one-way access road located to the south of the building to allow for visitors to be dropped off at the main entrance and for vehicles to exit back onto Holmsley Lane without needing to perform turning manoeuvres within the site. It is envisaged that refuse vehicles would not enter the site but would collect refuse from Holmsley Lane, as what currently happens now for the existing properties.
15. Externally the wooded area to the east would be largely retained though some tree loss is proposed and would be used as an external garden area. This garden would extend south and west leading to a central courtyard style amenity area. Further tree loss is proposed to the south along Holmsley Lane in order to facilitate the development and external areas however, an extensive tree replacement scheme is proposed which ensures that there would be a 3:1 replacement of trees on site.

## **16. Relevant Planning History**

Consent was granted in 2015 (15/05340/DEM) for the demolition of the buildings on site. This was carried out in 2016.

A pre-application was submitted in 2019 (PREAPP/19/00468) and presented to the South & West Plans Panel in November 2019. Members were supported of the scheme generally but did raise concerns over the design where, at the time, it was felt to be not of sufficient quality. Questions were raised regarding the proposed landscaping scheme and its suitability for the site.

## **17. Public / Local response**

18. The application was publicized by site notices which were posted along Holmsley Lane, Pymont Grove to the east and Fenton Close to the north on 14<sup>th</sup> December

2020. The application was also advertised in the local press (9<sup>th</sup> December 2020). As a result of this publicity, 10 letters of objection and 1 comment letter have been received. The points raised are:

- The new vehicular exit must not demote pedestrians at the expense of vehicles
- The 3 storey nature of the scheme adversely affects the amenities of neighbours
- A 2 storey development would be much more in-keeping
- The developer should complete the missing section of footpath on Gypsy Lane
- The distance from the east and north elevations to existing properties is too short
- Overlooking concerns to existing residents
- Loss of light
- Location of the bin store is close to the Gypsy Lane junction
- Limited public consultation by the applicants
- Unacceptable levels of noise nuisance, general disturbance or odour

19. All three local ward members have been informed of the application. No formal representations have been received; however, Cllr Golton has contacted the case officer to discuss the application with no issues raised

## **20. Consultation responses**

### West Yorkshire Archaeology

No objections

### Environmental Studies

No objections

### Design Team

Support the proposal, aspect distances comply or exceed with the requirements within NfL. Proposal offers a positive frontage to Holmsley Lane and the building form leaves positive levels of outdoor space for residents

### Yorkshire Water

No objections subject to conditions

### Contaminated Land

No objections subject to conditions covering remediation

### Flood Risk Management

Support the proposal subject to conditions

### Highways

Initially raised objections regarding parking numbers, cycle facilities and swept path plans however, amended plans have addressed these concerns and, subject to conditions, highways support the plans

### Landscaping

A large number of trees are to be retained with trees to be lost replaced in accordance with policy (3:1) with an acceptable mix of species and heavy duty trees. Landscaping more generally is acceptable.

## **21. Relevant Planning Policies**

22. Section 38 of the Planning and Compulsory Purchase Act 2004 requires that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. Development Plan
23. The development plan for Leeds is made up of the adopted Core Strategy (as amended 2019), saved policies from the Leeds Unitary Development Plan (Review 2006) (UDP), Site Allocations Plan (2019) the Aire Valley Leeds Area Action Plan (2017) and the Natural Resources and Waste Development Plan Document (DPD), adopted January 2013 and any made Neighbourhood Plans.
24. Relevant Policies from the Core Strategy are:
  - Spatial policy 1 Location of development
  - Policy H1 Managed release of sites
  - Policy H3 Density of residential development
  - Policy H10 Accessibility
  - Policy P10 Design
  - Policy P12 Landscape
  - Policy T1 Transport Management
  - Policy T2 Accessibility requirements and new development
  - Policy G1: Enhancing and extending green infrastructure
  - Policy G9: Biodiversity improvements
  - Policy EN1: Carbon Dioxide reductions
  - Policy EN2 Sustainable design and construction
  - Policy EN5 Managing flood risk
  - Policy EN8 Electric Vehicle Charging
25. Relevant Saved Policies from the UDP are:
  - GP5: General planning considerations.
  - N23/ N25: Landscape design and boundary treatment.
  - BD5: Design considerations for new build.
  - T7A: Cycle parking.
  - LD1: Landscape schemes.
26. Relevant DPD Policies are:
  - GENERAL POLICY1 – Presumption in favour of sustainable development.
  - AIR1 – Major development proposals to incorporate low emission measures.
  - WATER1 – Water efficiency, including incorporation of sustainable drainage
  - WATER7 – No increase in surface water run-off, incorporate SUDs.
  - LAND1 – Land contamination to be dealt with.
  - LAND2 – Development should conserve trees and introduce new tree planting.
27. Site Allocations Plan
  - The SAP was adopted in July 2019 so carries full weight in any decision making. The site is allocated within the SAP under reference HG2-176 with an allocation for 26 units. There are no specific site requirements
28. There are policies within the SAP which are also relevant to this application which are
  - Policy HDG2 – housing allocations
29. Supplementary Planning Guidance and Documents
  - The following SPGs and SPDs are relevant:
    - SPG13 – Neighbourhoods for Living: A Guide for Residential Design in Leeds
    - Street Design Guide SPD
    - Parking SPD
    - Sustainable Construction SPD

### 30. National Planning Policy

The revised National Planning Policy Framework (NPPF), published in 2019, and the National Planning Practice Guidance (NPPG), published March 2014, replaces previous Planning Policy Guidance/Statements in setting out the Government's planning policies for England and how these are expected to be applied. One of the key principles at the heart of the Framework is a presumption in favour of Sustainable Development.

Relevant paragraphs are highlighted below.

Paragraph 12 Presumption in favour of sustainable development

Paragraph 34 Developer contributions

Paragraph 91 Planning decisions should aim to achieve healthy, inclusive and safe places

Paragraph 108 Sustainable modes of Transport

Paragraph 110 Priority first to pedestrian and cycle movements

Paragraph 111 Requirement for Transport Assessment

Paragraph 117 Effective use of land

Paragraph 118 Recognition undeveloped land can perform functions

Paragraph 122 Achieving appropriate densities

Paragraph 127 Need for Good design which is sympathetic to local Character and history

Paragraph 130 Planning permission should be refused for poor design

Paragraph 170 Planning decisions should contribute to and enhance the natural and local environment

### 31. MAIN ISSUES

- Principle of development
- Residential amenity
- Visual amenity
- Trees and landscaping
- Highways and access
- Sustainability
- Other matters
- Objections received

### 32. Principle of the development

33. The application site is located on a site which is allocated for housing within the SAP (HG2-176) The SAP was adopted at Full Council on 10<sup>th</sup> Jul 2019 therefore the principle of a residential development is considered acceptable. The scheme would consist of an extra care facility which would provide a range of residential facilities depending on the level of care required for the residents. Officers therefore consider that the scheme would broadly offer a residential development in line with the site allocation.

34. Given the allocation for housing within SAP, the site has been assessed for its sustainability. Bus stops are located on Holmsley Lane which provides frequent services to Rothwell/Leeds/White Rose/Wakefield/Castleford. There is also a local shop within walking distance and Woodlesford train station an approx. 15 min walk. Given the nature of the development, residents would be less reliant of these facilities however, it is important that the building is not so remote that people would feel isolated. In this instance, the proximity to local facilities and public transport is good and therefore the proposal is considered to be in a highly sustainable location. The

site is also surrounded by existing residential properties meaning that the proposed development and its associated community facilities would integrate well within the local area.

35. Taking the above into account, officers consider that the principle of the development is acceptable and would be compliant with the allocation of the site within SAP.

### **36. Residential amenity**

37. The proposal is for a mainly 3 storey building with smaller elements close to the site boundaries to the north and east. The building would have a footprint of 65m in length and 65m in width. The maximum height of the building would be 12m.

38. At its closest point, the building would be 18.1m away from the dwellings to the north on Fenton Close, though this distance is to the single storey element of the proposal. There would be a distance of 26.3m to the 3 storey part of the building. There would be a minimum distance of 24m from the proposed building to the existing dwellings to the east on Pymont Grove.

39. The distances referred to above exceed the requirements set out within Neighbourhoods for Living and are therefore considered to be acceptable. Officers do recognise however that as the site sits to the south and west of these existing residential properties any potential impact is likely to be felt by these dwellings however, the scheme has been designed to have a little impact as possible upon these residents by introducing single storey elements on the parts closest to the boundary and utilising existing landscape features where possible. The upper floor accommodation would have balconies so as to provide some private outside space for the residents. Consideration has been given to the proposed screening for these balconies to protect existing and future occupants. They would consist of 1.8m high screening which will be conditioned to be obscurely glazed on the sections closest to existing residential boundaries. This is considered to be acceptable and ensure that the privacy is maintained for both existing and new residents.

40. Whilst there are existing properties to the south on Holmsley Lane, these dwellings are considered to be a significant distance away meaning that there would be little impact upon the amenities of these properties.

41. Officers consider that the scale and massing of the building is acceptable in this location and has been designed so as to have as little impact as possible upon the existing residents. Where habitable windows would face onto existing properties, there would be sufficient distance to ensure that there would be no overlooking between the buildings. In addition, the existing vegetation/landscaping would act as a buffer between the development and the dwellings to the east. Furthermore, the proposed landscaping scheme would consist of 42 new trees with the majority being heavy duty meaning that they would offer a good level of screening from the moment of planting.

42. Taking all of the above into consideration, officers feel that the development would not lead to a detrimental impact upon the residential amenities of any existing dwelling surrounding the site and that the amenities of proposed residents to the facility would also be protected. Subject to conditions relating to obscure glazing (where required), the application would be acceptable with regard to residential amenity.

### **43. Visual amenity**

44. Since the Pre-application in 2019, the applicants have worked on the design of the building to take a traditional approach in order to respect the character of the surrounding area. The overall size and scale of the Extra Care building has been designed to integrate within the existing surrounding context. Designed as a 3 storey building in order to reduce the overall footprint the block is considered to sit comfortably within the site whilst respecting the surrounding context of predominately 2 storey buildings.
45. Externally, the building would have the main 'T' shape as a hipped roof with projecting gable features to the southern elevation facing onto Holmsley Lane. This is to pay respect to the dwellings on the opposite side of Holmsley Lane whilst still ensuring that the proposal retains its own identity. To assist to reduce the mass of the main building, smaller single storey elements would be an integral feature of the development which would tie together the development whilst still ensuring that the scale and massing of the development is appropriate for its location.
46. The appearance of the building will have a traditional style constructed with brick and pitched roofs. The roof form will also help to visually reduce the scale of the building. With regard to the materials, two complimentary brick types are to be used to the main elevations to give some variety. Soldier coursing and areas of herringbone brick detailing are to be used to create interest in the building.
47. A single storey element to the south of the building will include the main entrance and communal areas. A blue brick is proposed to be used here in order to provide visual interest as well as to highlight the pedestrian entrance of the building. This blue brick is also proposed to be used in the recess on the northern elevation to identify the entrance from the car park. Officers consider that this contrasting material would work well for the building as well as within the surrounding area.
48. A hipped roof with a low pitch to the main building is proposed which would minimise the impact upon adjacent properties as well as harmonising with the surrounding area. The main roof will have a double pitch with a valley between to further reduce the height of the building. The gable ends of the buildings would feature windows and/or other design features which helps to break up the elevations and give the building identity to Holmsley Lane.
49. The proposed brick and roof tile materials give the building a domestic appearance, with the proposed buff brick complemented by grey windows to give a more modern appearance. All of the upper floor apartments would have a balcony with a combination of balcony styles to give variation to the elevations. A brick supported balcony would extend up in some instances to provide a similar finish to the second floor. Officers consider that to have this style throughout would give a heavy appearance and therefore, as an alternative, a cantilevered style balcony is proposed which would be clad in grey aluminium flashing to tie in with the colour of the windows.
50. The proposed substation, electric plant and bin store are all to be located to the south east of the building and have been designed as a single storey extension to the building which ensures that it would be an integral part of the building.
51. Taking all of the above into consideration, officers feel that the design of the development is acceptable and will appear more traditional which will harmonise well with its surroundings. The choice of materials is acceptable and will ensure that it has a positive impact upon the street scene. As such, the proposal is considered to be in accordance with current policy and no objections are raised.



## **52. Trees and landscaping**

53. The site is now cleared but did contain a large part single, part two storey building. Tree cover within the site characterised by remnants of landscape planting around the previous building and areas of now outgrown bush and shrub planting with young self-seeded trees abundant. The majority of the more established trees are located along the southern boundary with Holmsley Lane and a grouping of trees to the north-eastern corner.
54. A total of 14 trees are to be removed which would include 4 Cat B trees with the remaining 10 trees being either low quality or in such poor health that they should be removed regardless of development (I.E. Cat U). In mitigation for the loss of the Cat B trees, these are all relatively small, lacking in stature and are not considered to be significant features in the wider landscape therefore, the arboricultural impact of the tree loss is considered to be minimal although some visual impact would be felt due to a loss of tree cover. However, this can be compensated for by the replacement tree planting proposal as part of the re-development.
55. Policy LAND2 requires trees to be replaced at a ratio of 3:1 and the application proposes to plant 42 new trees which is in line with policy. Furthermore, the new trees would be, for the most part (31), extra heavy standard trees which would be between 4m-4.5m in height at the time of planting. It is proposed to plant these trees in the locations which would be most suitable with regard to visual amenity so this would be to the south along Holmsley Lane & to the east within the amenity space for the development. Other locations would be to the north along the boundary with the neighbouring properties.
56. Officers consider that the proposed landscaping scheme would provide significant enhancements to the visual amenities of the area with the planting of 42 new trees. Therefore, the proposal is considered to comply with current policies with regard to landscaping and trees

## **57. Highways and access**

58. The proposed development is located within an established residential area, with access to several local amenities and public transport facilities. The proposed development will be accessed from two junctions off Holmsley Lane. The main access is the existing junction which is shared with the neighbouring Rothwell Day Centre and Holmsley Green and will not be altered as part of this development. The new access is approximately 25m to the east of the existing access.
59. This new access will measure 4.5m wide with a 1.5m footway proposed on the eastern side of the junction with a link to the wider garden/greenspace area. The access will provide a one-way facility for drop-off and pedestrian access to the main entrance. The second junction will therefore be egress only. This new access and associated road markings and pedestrian crossing points will be subject to a S278 agreement separate to the planning process but any approval will be conditional upon these works being carried out.
60. The internal layout of the development shows a parking court to the rear, a turning area and bin stores. The location of the bin store to the east of the site is acceptable and a dedicated area for bin storage on collection days is also proposed off Holmsley Lane. The design and access statement details the bin collection strategy which will involve bin Lorries collecting waste direct from Holmsley Lane, much the same as the current situation for the existing dwellings.

61. Cycle parking has been provided with 11 cycle stands located to the north of the site and a buggy/cycle store area proposed near the car park entrance for long stay cycle parking.
62. Revised plans have been submitted which shows a total of 42 car parking spaces, including 4 accessible spaces. The parking provision has increased from 31 spaces of the original plans to 42 in line with previous advice and highway recommendations. The revised parking provision is considered to be acceptable and in accordance with the Street Design Guide. Four of the spaces (including one accessible) will include Electric Vehicle Charge Point (EVCP). Four further spaces will also be cable enabled for future provision in line with Policy EN8 of the Core Strategy.
63. Subject to conditions to deal with highway work, cycle parking, EVCP and other matters, officers consider that the proposal is acceptable with regard to highway and parking.

#### **64. Sustainability**

65. In line with Policies EN1 and EN2, the development has been accompanied with a sustainability report outlining what measures are to be taken to ensure compliance with these policies. A 'fabric first' approach is proposed to be adopted for the development which will ensure that the building U values are exceeded over current Building Regulations. This in turn allows for a different heating strategy to be implemented with the main aim to be energy saving.
66. The following are proposed to be adopted into the development:
- Heat network distribution system allowing each flat to individually set their heating and cooling temperatures thus aiding with energy efficiency throughout the building as a whole
  - Reduced specific fan powers meaning all ventilation systems will be designed to provide the lower possible fan power which are practically achievable
  - Ventilation heat recovery which will recover heat from the communal ventilation and reuse it to heat incoming fresh air
  - Variable speed pumps on the heating systems
  - High efficiency lighting & lighting controls

By employing these methods, the development will comply with Policy EN1 as it is predicted that there would be a 21% reduction in CO<sub>2</sub> and at least 11% of the development will be generated as a low carbon solution.

67. With regard to Policy EN2, the development is estimated that water consumption for each flat will be below 100 litres per person per day which exceeds the requirements set out within the Policy and is acceptable.
68. Conditions will be attached to the approval ensuring that the development is carried out in accordance with these sustainability measures and that a post development survey is carried out to ensure that the Policies are achieved for the lifetime of the development.

#### **69. Other matters**

70. Drainage – The proposed drainage strategy proposes the use of soakaways and permeable paving for the management of surface water. Tests have been carried out to ensure that this is a suitable method for surface water which have confirmed it is. The drainage scheme has been designed for the 1 in 100 year plus 40% climate change

event in line with current standards. All have been assessed by officers as well as by Yorkshire Water and is considered acceptable subject to conditions.

71. Contaminated Land – A combined Phase 1 & 2 Report has been submitted to accompany the application. This has been assessed and the findings agreed with. Within the report it concluded that a clean cover system is required for areas of soft landscaping therefore, a Remediation Strategy is required which can be conditioned. Subject to conditions, there are no objections to the proposal with regard to contaminated land

## 72. Objections received

73. A total of 10 letters of objection & 1 comment have been received in response to the publication of the application. The comments made are:

- The new vehicular exit must not demote pedestrians at the expense of vehicles  
**Response** – The comment is noted & officers agree. The submitted plans do not demote pedestrians and ensure that footpaths are retained along the site frontage
- The 3 storey nature of the scheme adversely affects the amenities of neighbours  
**Response** – Officers recognise that the surrounding properties are generally 2 storeys (though some have rooms in the roofs making them 2 & half storeys) however, the design of the development has been done to ensure that there would be minimal impacts upon the surrounding area. This also includes the distances to the neighbouring properties which exceeds that within the NfL
- A 2 storey development would be much more in-keeping  
**Response** – The application must be assessed on its own merits
- The developer should complete the missing section of footpath on Gypsy Lane  
**Response** – Officers are aware of a section of footpath which no longer exists along Gypsy Lane however, any additional work must be proportionate to the development proposed and it is not considered that this development will result in any increased activity along Gypsy Lane.
- The distance from the east and north elevations to existing properties is too short  
**Response** – The distances from the development to neighbouring properties exceeds policy requirements
- Overlooking concerns to existing residents  
**Response** – Officers have assessed the proposal and given the distances proposed, do not consider that there would be any overlooking issues. Obscure glazing is proposed on the balconies which are closest to existing properties.
- Loss of light  
**Response** – Officers recognise that the location of the building sits to the south and west of existing properties and therefore, some impact is likely to be experienced. In this case, it is felt that the increased distances between buildings together with the design off-sets any potential impact upon the surrounding properties.

- Location of the bin store is close to the Gypsy Lane junction  
**Response** – There are properties along Holmsley Lane which are closer to the Gypsy Lane junction than this development and given highways have raised no objection to the proposal, officers do not consider this to be a significant issue taking the above into account
- Limited public consultation by the applicants  
**Response** – The applicants have undertaken 2 rounds of public consultation prior to the submission of the application which were done pre COVID-19. During lockdown, it has been challenging to undertake consultation exercises in the same way however, the application was advertised by site notices and in the local press which is considered to be acceptable and in accordance with the Councils' statement of community involvement.
- Unacceptable levels of noise nuisance, general disturbance or odour  
**Response** – Officers do not consider this to be the case

#### 74. Conclusion

75. This scheme is considered to positively contribute towards the delivery of the Site Allocations Plan in line with the identified use and a much needed care facility.
76. The development provides an acceptable layout with a positive design and internal landscaping arrangement which is considered to deliver an acceptable standard of residential amenity, including adequate internal space, for future occupants.
77. The NPPF directs that where an application accords with the Development Plan it should be approved without delay. Officers have concluded the benefits of providing an Extra Care facility which will contribute to the Council's ongoing housing supply by providing different types of accommodation and care is a significant material consideration in the assessment of the application. Furthermore the proposed landscaping proposals are considered to be an enhancement overall. Given this it is considered the benefits of the proposal weigh against identified conflicts and as such the application is recommended for approval.



# SOUTH AND WEST PLANS PANEL

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

SCALE : 1/2500

