



Report of the Chief Planning Officer

SOUTH & WEST PLANS PANEL

Date: 1st July 2021

Subject: Application 19/01670/FU – Eleven houses, one block of four bungalows with staff facilities and one block of thirteen flats with one staff accommodation unit - Land off Cockshott Lane, Armley, Leeds

APPLICANT

MD Construction Ltd

DATE VALID

29.04.2019

TARGET DATE

31.08.2019 (previously agreed, expired extension of time)

Electoral Wards Affected:

Armley

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: DEFER and DELEGATE to the Chief Planning Officer for approval subject to the conditions set out in Appendix 1 (and any others which he might consider appropriate) and the completion of a Section 106 agreement to include the following obligations:

- Greenspace off site contribution (within Armley ward) (£25,888.96)
- Biodiversity Net Gain calculation for off-site provision (£79,930)
- Affordable Housing – 2 units (private housing element) and securing of Social Housing (remaining units) in perpetuity
- Contribution to 'Bus only' Residential MetroCards (£13,513.50)
- Employment & Skills co-operation / initiatives (construction)
- Requirement for public access to and maintenance of all routes through the scheme and public spaces

In the circumstances where the Section 106 Agreement 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.

INTRODUCTION:

1. The application is presented to South and West Plans Panel under the terms of the Chief Planning Officer Delegation Agreement in collaboration with the Chair of Plans Panel, as it is considered to be a sensitive application but having potential wider public benefits which warrant consideration by Members. This report follows the presentation of initial proposals as a Position Statement in January 2021.
2. Further plan changes and detail have been now provided since the presentation of the Position Statement.
3. Notwithstanding paragraph 1 above, the application throughout its processing has been discussed with Ward Members, Councillor McKenna and Councillor Cunningham who also consider that the merits of the application would be best considered by Members at Plans Panel.

PROPOSAL:

4. The application proposed is hybrid in form for the development of eleven (private) new 3-bed houses (semi-detached / terraced) (plots 1-11) and two blocks of 'supported living' (assisted care) housing made up of 4 x 1-bed bungalows and 13 x 1-bed flats with a 1-bed staff flat (plots 12-28). This would form a development of 29 residential units in total.
5. It is understood that the full development would be built out by the applicant but the supported living element would then most likely be managed through a specialist company, Specialist Supported Living Ltd (SSL), who in working with Leeds Commissioners would take residents who can live as independently as possible, or in small group settings, but with a certain level of care in the form of on-site sporadic supervision by wardens 24/7, hence the need for warden / staff accommodation too on site.
6. SSL would expect to work with a specialist partner organisation (e.g. Blue Square Residential, Eden Futures or similar not-for-profit organisation / social enterprise) offering care and support services to those with learning disabilities. These residents can also often have a range of additional needs such as physical disability, sensory impairment or autism spectrum disorders. The chosen partner organisation and SSL would likely work in partnership with a Registered Social Landlord and the Council's Learning Disability Care Management Team to deliver and provide appropriate tailored accommodation.
7. The houses would be two storey in size, built in artificial stone under a tiled roof. The apartments (also proposed at two storey high) and the bungalows would be of the same material palette. Stone heads and cills and uPVC windows are proposed.
8. The development would be linked by a new access taken off Cockshott Lane linking all residential accommodation together off a single spine road with some shared surface areas. Parking spaces for 2 cars per private house and 17 spaces for the supported living blocks are proposed.
9. The built development is broadly contained within the front 2/3rd's of the overall applicant's red line site boundary, nearest to Cockshott Lane ('urban' area recognised within the Development Plan). The application, however, also involves the laying out, landscaping and 'reopening' up of an area of (private) greenspace (amenity space) to the bottom 1/3rd of the site. This area of greenspace is now under the ownership of the applicant. This would be reached / connected by two

existing Public Right of Way connections linking Cockshott Lane with Armley Ridge Road and Cockshott Drive respectively.

SITE AND SURROUNDINGS:

10. The site can be said to be split into two parts; the front section (2/3rds approximately) is that of the former Wyther Park Hotel (also lately called 'The Yorkshireman'), which was demolished in 2004. This front section also immediately behind the hotel contained a bowling green which can be seen on historic mapping up to at least 1938, but does not appear beyond 1950. This front section is now very overgrown, much of which is natural vegetation and self-seeded. The bottom 1/3rd section contains a large electricity pylon and some former garages served off Cockshott Drive, which were built around the late 1950s. The garages have also since been demolished and this area has for a long time been abandoned and overgrown.
11. Therefore this is a brownfield site. Sized at just under 1 Hectare in size, it is recognised as undesignated urban land to the front (brownfield) section and designated greenspace to the rear (greenfield) section, recognised through the Unitary Development Plan Review and site ref. G753 in the Site Allocations Plan. The land gradually slopes down from west to east.
12. It is surrounded by residential development in the main supplemented with some small local shops / commercial units on Cockshott Lane itself either side of the site. This includes Wyther Park Post Office. The principle access has historically (to the original Public House) been taken off Cockshott Lane although are pedestrian linkages / 'claimed' rights of way (not definitive) that exist to the north-west boundary and two which connect off Cockshott Drive between no's 23 and 25 and no's 37 and 39. The latter appears to have been fenced / closed off although it is not clear whether this has been done formally. The surrounding residential development is two storey in height and a mixture of semi-detached and small rows of townhouses in general.
13. There are a number of trees on the site some of which are protected under Preservation Order 47/94. There is also a large electricity pylon set approximately at the line of the bottom third of the site. The connecting overhead wires mean that any proposed development is restricted by a 5m stand-off distance to this structure / route.

RELEVANT PLANNING HISTORY:

14. 07/03503/FU - Laying out of access road and erection of 27 two bedroom flats and 11 one bedroom flats in two three storey blocks and 6 two bedroom and 10 three bedroom houses, with car parking and landscaping. Finally Disposed Of - 05.11.2010 (*whole site*)
15. 24/524/04/FU - 64 flats in 4 three storey blocks. Withdrawn - 31.03.2005 (*front 2/3rds of site*)
16. 24/251/03/OT - Outline application to layout access and erect residential development. Approved - 27.08.2003 (*front 2/3rds of site*)
17. 24/371/95/OT - Outline application to erect dwelling house Refused – 05.02.96, Appeal Dismissed – 30.10.96 (*bottom third of the site*)

18. 24/88/95/FU - District shopping centre with 106 car parking spaces
Refused - 16.05.1995, Appeal Dismissed – 16.07.96 (*front 2/3rds of site*)
19. 24/232/94/FU - District shopping centre with 90 car parking spaces Refused -
06.12.94, Appeal Dismissed – 16.07.96 (*front 2/3rds of site*)
20. 24/266/93/FU - Detached supermarket with 110 car parking spaces to rear of public
house. Refused – 22.02.94 (*front 2/3rds of site*)

HISTORY OF NEGOTIATIONS:

21. A pre-application enquiry was submitted in October 2018 for a hybrid residential development comprising fifteen houses (private) and four bungalows and 12 flats (supported living). The final proposed scheme was set across the top 2/3rd's of the site and was revised down from development covering the full site totalling 12 flats and 16 houses (private) and four bungalows and 12 flats (supported living).
22. Upon revision, which enabled the greenspace area to remain undeveloped, the scheme was considered acceptable to support in principle but should be subject to further development of a suitable relationship with existing surrounding residential properties and Preservation trees. The response also set out that compliance with the Street Design Guide as to the new access and road layout would be required. Also advised was that the area of greenspace be landscaped, made suitable and safe and ultimately re-opened up for public accessibility / recreation. Meeting space standards and levels of amenity including suitable spacing between properties was also outlined in the final response as requiring further consideration as part of the proposals.
23. During the course of the current application, the layout has been amended to provide an improved relationship to existing residential property. The elevations of the apartments have been reduced in size also from three storey down to two storey.
24. Following the Position Statement in January, the applicant has revised the plans to address comments from Members as follows:
 - Alter shape of and better position the 4no bungalow block (units 12-15) to provide greater protection to tree T6 and group G3
 - Reduced communal parking by one space to provide retention of tree T3 in front of units 16-28
 - Provided a set of CGI images to showcase the development more clearly
 - Increased the Biodiversity units on site, updated the calculation and agreed to an off-site contribution (£79,930) for the remaining balance of units (3.11 units)
 - Increased heavy duty tree planting and vegetation cover within the Greenspace area and provided improved Public Right of Way / footpath connections through it

PUBLIC/LOCAL RESPONSE:

25. The application has been publicised by an initial site notice which was erected on the 29th May 2019 and which expired on 19th June 2019. Upon receipt of revised plans, the application was then re-advertised for a further 14 days on 16th July 2020, expiring on 6th August 2020. In addition, neighbours who made initial representations were sent notification letters of the revised plans on 30th June 2020. The application

was also advertised in the Yorkshire Evening Post on 17th May 2019, which expired on 10th June 2019.

26. Eight letters of representation (six of which are objections) have been received from local residents. The following points have been raised as separated between the two rounds of publicity:

May 2019 – Feb 2020:

- Concerned the layout proposed / Public Right of Way would obstruct use of private garage
- Revised plans much better than previous ones / less impact upon existing residents
- Front of site suffering from severe fly tipping
- High boundary treatment should be avoided to prevent screening of drug taking
- 3 storey apartment block in massing and window design would be detrimental to surrounding neighbours' amenity
- Removal of trees and bushes fails to protect visual amenity and is detrimental to nature conservation on site including an owl and a woodpecker
- Traffic congestion / encouragement of further cut-through / speeding traffic along Gotts Park Avenue
- Local bus services infrequent (Cockshott Lane) or oversubscribed during peak times (Stanningley Road)
- Lack of shops in Armley to cater for incoming residents
- Suggested laying of hardstanding and use of area to rear of 23-25 Cockshott Drive for construction staff parking opposed

Nov 2020 onwards

- Laying of hardstanding, erection of portable cabins, portable loos etc. and use of area to rear of 23-25 Cockshott Drive for construction staff parking opposed on basis of obstruction to property, noise, heavy traffic and wear and tear, long term mis-use by others (e.g. motorcycles), invasion of privacy
- Construction traffic should be taken off Cockshott Lane

CONSULTATION RESPONSES:

27. Yorkshire Water (10/06/19) – No objections (subject to conditions).
28. Contaminated Land Team (13/05/19) – No objections (subject to conditions).
29. Environmental Studies Transport Strategy Team (Transport Noise) (03/05/19) – No objections.
30. Flood Risk Management (22/05/19) – No objections (subject to conditions).
31. Highways (04/06/21) – No objections (subject to conditions):
32. Local Plans / Policy Officer (28/10/20) – Supported Living element understood to be delivered by Registered Provider. These units should be retained in this affordable use in perpetuity through the s106. Remaining 11 houses (private) should provide 2 units (15%) for affordable occupation again through the s106. Greenspace being brought back to use welcomed. Management of this private space should be contained within the s106. Greenspace contribution for new units required. Mix of the private housing is not considered to be varied enough.

33. Public Rights of Way (12/06/19) – Developer required to re-surface (tarmac) footpath behind Gotts Park Avenue properties
34. Sustainable Development Unit (Design Officer) (20/05/19) – Recommendations for revised scheme including lowering of massing to 3 storey apartment block.
35. Sustainable Development Unit (Landscape Officer) (04/05/21) – No objections (subject to conditions).
36. Sustainable Development Unit (Nature Conservation Officer) (03/06/21) – No objections (subject to conditions).
37. West Yorkshire Combined Authority (METRO) (04/06/19 & 27/05/21) – Relocation of bus stop (no.12525 – Cockshott Lane) required. Sustainable travel measures could include funding of Resident MetroCard scheme.
38. West Yorkshire Police Architectural Liaison Officer (15/05/19) – No objections (subject to condition).

Notable level of crime within surrounding streets (56 offences in 12 month period) although mainly at Armley Ridge Road including burglary (13), theft (21), vehicle crime (6), criminal damage (7) and Anti-Social Behaviour (9). Advice given on boundary treatment heights (balance between wider natural surveillance and private security), windows to aid surveillance of parking areas, bin storage, external lighting, door and window standards, intruder alarms, access systems, CCTV, mail delivery, management of private amenity space

PLANNING POLICIES:

38. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
39. The Development Plan for Leeds currently comprises the following documents:
 1. The Leeds Core Strategy (as amended by the Core Strategy Selective Review 2019)
 2. Saved Unitary Development Plan (UDPR) Policies (2006), included as Appendix 1 of the Core Strategy
 3. The Natural Resources & Waste Local Plan (NRWLP, Adopted January 2013) including revised policies Minerals 13 and 14 (Adopted September 2015)
 4. Any Neighbourhood Plan, once Adopted
 5. Aire Valley Area Action Plan (adopted 2017)
 6. Site Allocations Plan (adopted 2019)
40. Leeds Core Strategy (amended by the Core Strategy Selective Review 2019)

The adopted Core Strategy (as amended) sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district. The most relevant policies are set out in the paragraphs below:

Spatial Policy 1: Location of Development: prioritises the redevelopment of previously developed land within the Main Urban Area, taking advantage of existing services and high levels of accessibility.

Spatial Policy 4: Regeneration priority programme areas: The following Regeneration Priority Programme Areas identified on the Key Diagram will be given priority for regeneration funding and resources:

- East Leeds
- Aire Valley Leeds
- Leeds Bradford Corridor (incorporating West Leeds Gateway SPD)
- South Leeds.

Priority will be given to developments that improve housing quality, affordability and choice, improve access to employment and skills development, enhance green infrastructure and green space, upgrade the local business environment, and improve local facilities and services.

Spatial Policy 6: The Housing Requirement and Allocation of Housing Land: The provision of 70,000 (net) new dwellings will be accommodated between 2012 and 2028.

Delivery of 500 dwellings per annum (8,000 over the plan period) is anticipated on small and unidentified sites.

Guided by the Settlement Hierarchy, this policy outlines the measures used by the Council in consideration of sites for 66,000 gross house units:

- (i) Sustainable locations (which meet standards of public transport accessibility - see the Well Connected City chapter), supported by existing or access to new local facilities and services, (including Educational and Health Infrastructure),
- (ii) Preference for brownfield and regeneration sites,
- (iii) The least impact on Green Belt purposes,
- (iv) Opportunities to reinforce or enhance the distinctiveness of existing neighbourhoods and quality of life of local communities through the design and standard of new homes,
- (v) The need for realistic lead-in-times and build-out-rates for housing construction,
- (vi) The least negative and most positive impacts on green infrastructure, green corridors, green space and nature conservation,
- (vi) Generally avoiding or mitigating areas of flood risk.

Policy H2: New Housing Development on non-allocated sites: New housing development will be acceptable in principle on non-allocated land, providing that:

- (i) The number of dwellings does not exceed the capacity of transport, educational and health infrastructure, as existing or provided as a condition of development,
- (ii) For developments of 5 or more dwellings the location should accord with the Accessibility Standards in Table 2 of Appendix 3,
- (iii) Green Belt Policy is satisfied for sites in the Green Belt.

Policy H3: Density of Residential Development: Housing development in Leeds should meet or exceed the following net densities unless there are overriding reasons concerning townscape, character, design or highway capacity:

- (i) City Centre and fringe - 65 dwellings per hectare
- (ii) Other urban areas - 40 dwellings per hectare
- (iii) Fringe urban areas - 35 dwellings per hectare
- (iv) Smaller Settlements - 30 dwellings per hectare

Special consideration will be given to the prevailing character and appearance in Conservation Areas.

Policy H4: Housing Mix: residential developments to provide an appropriate mix of dwelling types and sizes to address long term needs.

Policy H5: Affordable Housing: the Council will seek affordable housing either on-site, off-site or financial contributions from all developments of new dwellings. Housing developments above a certain threshold should include a proportion of affordable housing to be normally provided on the development site.

This be based upon the following split:

- 40% affordable housing for Intermediate or equivalent affordable tenures
- 60% affordable housing for Social Rented or equivalent affordable tenures

Policy H8: Housing for Independent Living: the Council will seek contributions on schemes of over 50 units or more to make a contribution to supporting needs for Independent Living. Sheltered or other housing schemes aimed at elderly or disabled

residents should be located within easy walking distance of town or local centres or have good access to a range of local services.

Policy H9: Minimum Space Standards: to be adhered to for residential accommodation.

Policy H10: Accessible Housing Standards: accessible and adaptable housing to be provided. New build residential developments should include the following proportions of accessible dwellings:

- 30% of dwellings meet the requirements of M4(2) 'accessible and adaptable dwellings' of Part M Volume 1 of the Building Regulations.

- 2% of dwellings meet the requirement of M4(3) 'wheelchair user dwellings' of Part M volume 1 of the Building Regulations. Wheelchair user dwellings should meet the M4(3) wheelchair adaptable dwelling standard unless Leeds City Council is responsible for nominating a person to live in the dwelling.

Policy P10: Design: New development for buildings and spaces to be based on a thorough contextual analysis, deliver high quality innovative design that contributes positively towards place making and is accessible to all. Car parking, cycle, waste and recycling storage should be designed in a positive manner and be integral to the development.

Policy P12: Landscape: The character, quality and biodiversity of Leeds' townscapes and landscapes, including their historical and cultural significance, will be conserved and enhanced to protect their distinctiveness through stewardship and the planning process.

Policies T1: Transport Management and T2: Accessibility Requirements and New Development: New development will identify measures to ensure such development is adequately served by highways and public transport, and provides safe and secure access for pedestrians, cyclists and people with impaired mobility.

Policy G3: Standards for Open Space, Sport and Recreation: The following open space standards will be used to determine the adequacy of existing supply and appropriate provision of new open space:

Type	Quantity (per 1000 people)	Accessibility	Quality*
Parks and gardens	1 Ha	720m	Good (7)

Outdoor sports provision	1.2 Ha (excludes education provision)	Tennis court 720m, bowling greens and grass playing pitches 3.2km, athletics tracks, synthetic pitches 6.4km	Good (7)
Amenity Green Space	0.45 Ha	480m	Good (7)
Children and Young People's equipped play facilities	2 facilities	720m	Good (7)
Allotments	0.24 Ha	960m	Good (7)
Natural Green Space	0.7 Ha – main urban areas and major settlements, 2 Ha other areas	720m and 2km from site of 20 Ha	Good (7)
City Centre open space (inc. civic space)	0.41 Ha	720m	Good (7)

Policy G4: New Greenspace Provision: requires on-site green space on a 'per residential unit' basis. Where this quantity of green space is unachievable on-site a financial contribution, or a combination of on-site and financial contribution for provision in lieu, should be sought.

Policy G6: Protection and redevelopment of existing green-space: Green space (including open space and pedestrian corridors in the City Centre) will be protected from development unless one of the following criteria is met: (i) There is an adequate supply of accessible green space/open space within the analysis area and the development site offers no potential for use as an alternative deficient open space type, as illustrated in the Leeds Open Space, Sport and Recreation Assessment, or, (ii) The green space/open space is replaced by an area of at least equal size, accessibility and quality in the same locality; or (iii) Where supported by evidence and in the delivery of wider planning benefits, redevelopment proposals demonstrate a clear relationship to improvements of existing green space quality in the same locality

Policy G8: Protection of important species and habitats: Development will not be permitted which would seriously harm, either directly or indirectly, any sites designated of national, regional or local importance for biodiversity or geological importance or which would cause any harm to internationally designated sites, or would cause harm to the population or conservation status of UK or West Yorkshire Biodiversity Action Plan (UK BAP and WY BAP) Priority species and habitats.

Policy G9: Biodiversity Improvements: requires an overall net gain for biodiversity commensurate with the scale of new development including new areas and opportunities for wildlife in the Leeds Habitat Network. There should be no significant adverse impact on the integrity and connectivity of the Network.

Policy EN1: Climate Change and Carbon Dioxide Reduction: Carbon Dioxide Reduction: sets out the sustainable construction and on-going sustainability measures for new development. It establishes targets for CO₂ reduction and requires at least 10% low or zero carbon energy production on site.

Policy EN2: Sustainable Design and Construction: requires developments of 1,000 sqm of non-residential development to be BREEAM 'excellent' and of more than 10 dwellings to meet a water use standard of 110 litres per person per day.

Policy EN4: District Heating: Hierarchical approach to connection to a district heating system.

Policy EN5: Managing Flood Risk: identifies requirements to manage flood risk.

Policy EN8: Electric Vehicle Charging Infrastructure: outlines the ratio of Electric Vehicle Charge Points (EVCP) required across different development uses / proposals.

Policy ID2: Planning Obligations and Developer Contributions: Section 106 planning obligations will be required as part of a planning permission where this is necessary, directly related to the development, and reasonably related in scale and kind in order to make a specific development acceptable.

41. Site Allocations Plan

The upper two thirds of the site, totalling 0.65 Hectares are not allocated for any specific land use in the Site Allocations Plan (SAP). The lower one third of the site is recognised in the SAP as Amenity Greenspace, ref. G753 forming a total of 0.34 Hectares.

The SAP was adopted in July 2019. Following a statutory challenge, Policy HG2, so far as it relates to sites which immediately before the adoption of the SAP were within the green belt, has been remitted to the Secretary of State and is to be treated as not adopted. All other policies within the SAP remain adopted and should be afforded full weight.

Background Paper – Greenspace (Submission Draft) May 2017: This Background Paper is intended to provide further explanation to the provision of green space in the SAP (CD1/1) and to be a tool to help direct resources for future provision when the opportunity arises. The paper contains updated information regarding quantity, quality and accessibility and a list of all sites proposed for designation as green space.

The implications of the site's partial recognition in the SAP (and the weight this is to be accorded in terms of decision-making) is considered in more detail as part of the analysis provided below.

42. Relevant Saved Policies from the UDPR

GP5 Requirement of Development Proposal

N1 Protection of Urban Greenspace

N25 Development and Site Boundaries

BD2 Design and Siting of New Buildings

BD3 Disabled Access - New Buildings

BD5 Amenity and New Buildings

LD1 Landscaping schemes

43. Leeds Natural Resources and Waste DPD 2013

The Natural Resources and Waste Development Plan Document (Local Plan) is part of the Local Development Framework. The plan sets out where land is needed to enable the City to manage resources, like trees, minerals, energy, waste and water over the next 15 years, and identifies specific actions which will help use natural resources in a more efficient way. Relevant policies include:

- Minerals 2 and 3 requires that within development sites, removal of sand and gravel (sites over 1 Ha) and coal extraction (all non-householder) respectively are considered in proposals
- Air 1 All major applications required to incorporate low emission measures
- Water 1 requires water efficiency, including incorporation of sustainable drainage
- Water 2 requires development to demonstrate surface water runoff controls for the lifetime of development including construction
- Water 7 Surface Water Run-off and incorporation of SUDs
- Land 1 Contaminated Land
- Land 2 Development and Trees requires development to conserve existing trees and introduce new planting

44. Supplementary Planning Guidance and Documents

Accessible Leeds SPD (2016): Guidance document is intended for use by developers, architects, design teams, and those applying for planning permission, to ensure an inclusive design approach is adopted

Designing for Community Safety: A Residential Design Guide (2007): This guide demonstrates how good design and good physical security can complement the environment and create safe, sustainable communities

Neighbourhoods for Living: A Guide for Residential Design in Leeds (December 2003, updated 2015) aims to provide further guidance on good design in residential schemes in Leeds. Neighbourhoods for Living is relevant to all residential development in Leeds and provides advice and principles for good residential design across the themes of use, movement, space and form. It promotes local character, analysis of landmarks, views and focal points, and quality buildings. It also states that the scale, massing and height of the proposed development should be considered in relation to its surroundings. It needs to respond well to that of adjoining buildings, the topography, the general pattern of heights in the area and views, vistas and landmarks. Buildings also need to be carefully positioned to relate to the spaces around them. The enclosure of the street, and the ratio of building height to the space, needs to be carefully considered in order to create the correct feel for that space and the people who will use it.

Parking SPD (2016): sets out parking guidelines across the City

Street Design Guide (2009): This is a key element to delivering high quality residential and mixed development environments in the City, and should be used in the context of other national and local planning or design guidance.

Sustainable Design and Construction SPD (Building for Tomorrow Today) (2011, updated 2020): Advocates the use of a range of measures to ensure that the best possible practices are used to ensure a sustainable environment is created.

Draft Transport SPD (2020): Amalgamating the Street Design Guide SPD, Parking SPD, Travel Plans SPD and Public Transport and Developer Contributions SPD, The Transport SPD is intended for use by developers, design teams and others, and seeks to stimulate innovative designs that are appropriate for the context, character and location of a site and can be used safely by the travelling public.

Additional Relevant Information

45. Leeds Open Space, Sport and Recreation Assessment (2011): This assessment of sport, open space and recreation needs and opportunities is presented in three parts:

- i) how greenspace is classified and the strategic position across Leeds
- ii) current provision, quality and accessibility, results from consultation exercise
- iii) implementation and how proposed quantity, accessibility standards and quality should inform future planning policy and development management decisions.

46. National Planning Policy Framework

The National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG) set out the national policies for England and how these are expected to be applied. One of the key principles running through the NPPF is a presumption in favour of Sustainable Development set out in three parts: Economic, Social and Environmental. In particular, the NPPF places emphasis on high-quality design and place-making.

Paragraph 59 of the NPPF directs Local Planning Authorities to apply a presumption in favour of sustainable development and that they should approve development proposals that accord with an up-to-date development plan without delay. Correspondingly, development proposals should be refused consent where the adverse impacts of allowing the development would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole

The below sections of the NPPF are also considered to be relevant:

Section 2: Achieving Sustainable Development – planning system have three overarching objectives, namely economic, social and environmental and that decision makers should approve proposals that accord with an up-to-date development plan without delay.

Section 4: Decision-making – LPAs should approach decisions on proposed development positively and work with applicants to improve local economic, social and environmental objectives in the area. LPAs should consider whether to make development acceptable conditions or planning obligations (meeting relevant tests) can be used to address unacceptable impacts.

Section 5: Delivering a sufficient supply of homes – to support the Government's objectives of significantly boosting the supply of homes.

Section 8: Promoting healthy and safe communities - Planning policies and decisions should aim to achieve healthy, inclusive and safe places.

Section 9: Promoting Sustainable Transport – developments should give priority first to pedestrian and cycle movements and facilitate access to high quality public transport; address the needs of people with disabilities; create places that are safe, secure and attractive which minimise the scope for conflicts between pedestrians, cyclists and vehicles; avoid unnecessary street clutter; respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Section 11: Making effective use of land - Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for

accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land

Section 12: Achieving well-designed places

Para 127: Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 14: Meeting the challenge of climate change, flooding and coastal change -

The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

Section 15: Conserving and enhancing the natural environment - Planning policies and decisions should contribute to and enhance the natural and local environment.

CLIMATE EMERGENCY

47. The Council declared a climate emergency on the 27th March 2019 in response to the UN's report on Climate Change. The Planning Act 2008, alongside the Climate Change Act 2008, sets out that climate mitigation and adaptation are central principles of plan-making.
48. The NPPF makes clear at paragraph 148 and footnote 48 that the planning system should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions in line with the objectives of the Climate Change Act 2008.
49. As part of the Council's Best Council Plan 2019/20 to 2020/21, the Council seeks to promote a less wasteful, low carbon economy. The Council's Development Plan includes a number of planning policies which seek to meet this aim, as does the NPPF. These are material planning considerations in determining planning applications.

50. The application positively contributes in a number of ways to the Climate Change agenda:
- re-use of brownfield land for housing purposes in a sustainable community setting;
 - re-activates and regenerates local accessible greenspace for walking, recreational and amenity benefits to those in LS12;
 - provides a net gain in biodiversity through both units delivered on site and outstanding balance via financial contribution for re-provision within the Armley ward;
 - development set adjacent to an existing bus stop and within close proximity to others on A647 Stanningley Road, the development would also provide a contribution to the provision of resident MetroCards.

51. **MAIN ISSUES:**

Given that a Position Statement is under consideration and the application is not at Plans Panel for determination at this time, only the key planning issues will be covered in order to focus discussion. The key planning considerations for the current proposal are considered to be:

- Principle of Development – Policy and Land Use;
- Housing Mix, Density, Affordable Housing
- Highway Matters and Accessibility;
- Layout, Scale, Design and Protection of Residential Amenity;
- Greenspace, Tree Protection and Landscaping;
- Nature Conservation.
- Other Matters

APPRAISAL:

Principle of Development – Policy and Land Use

52. The majority of the site that is the two thirds at the upper end from the Cockshott Lane side is unallocated previously developed land (former Wyther Park Hotel) set within a sustainable urban area (Armley) which affords good accessibility into both Leeds and Bradford (principally via frequent bus services along Stanningley Road (A647)) and centrally located in-between the three recognised Town Centres of Armley, Bramley and Kirkstall. The bottom third of the site is designated within the SAP as designated greenspace (amenity greenspace).
53. The development of housing proposed is considered to accord with the Development Plan in principle forming a residential development on an unallocated area of land set within a well-established sustainable residential community with good access to shops, services and public transport. The application is acceptable in respect of policy H2 where the number of dwellings (under 30 units in total) would not exceed transport capacity or educational and health infrastructure. The site also accords with the accessibility standards contained within Table 2 of Appendix 3 to the Core Strategy due to local shopping facilities (including the Wyther Park Post Office adjacent to the site) and good bus links on Stanningley Road.
54. The supported living accommodation would also provide specialist designed and managed housing further supporting community residents to live locally whilst having access to the level of care required to still live otherwise independently. This is an

important social provision managed by local providers for the benefit of the community in LS12.

55. The re-use / enhancement / re-opening of the designated greenspace to the bottom third of the site is also considered to accord with the Development Plan further to its allocation with the SAP.

Housing Mix, Density, Affordable Housing

56. The 11 private houses are noted to all be 3-bed (5 person) units and the supported living is made of 1-bed units. As the latter is specialist housing, a broader 'mix' of unit types here within this part of the scheme is not possible. The addition, however, of the 3-bed dwellings on balance, is considered to provide a sufficient and suitable mix with reference to policy H4 in respect of single and family occupancy across the site. Whilst the provision of the 3-bed houses (38% of the total unit numbers) fits within the parameters of the preferred housing mix in policy H4, the 1-bed properties exceed the 50% intended target. This however, is considered reasonable in the circumstances as the accommodation is designed for specialist care needs and is therefore largely intended / needed for individuals only.
57. The density provided on the unallocated urban site (upper two-thirds) which is sized at 0.65 Hectares would be constructed at a density of 45 dwellings per Hectare (dph). This meets the minimum guideline standards set out in policy H3 for the urban areas of 40 dph.
58. Affordable Housing at 15%, namely two units would be provided from the eleven private houses to be secured via a Section 106 Agreement. Arrangements to seek any expressions of interest from Registered Providers in taking on two of the units are being progressed but should interest not be forthcoming it is expected that a financial contribution to supplement this off-site would be undertaken instead and secured within the s106 Agreement. The 'supported living' element / proposals, as secured for occupation by tenants of a Registered Social Landlord under the terms of the s106 Agreement / conditions, will not be expected to contribute to additional affordable housing provision.

Highway Matters and Accessibility

59. The Highways consultation response recognises the sustainable location of the development and accessibility to bus stops on Stanningley Road, Armley Ridge Road and indeed one existing stop immediately outside of the site. The stops on Stanningley Road are 3-4mins walk and offer several different services to a regular frequency, generally every 10 minutes throughout the day.
60. The original but redundant points of access either side of the former Public House footprint are no longer suitable to provide a new access from, which instead has been optimally positioned with available sight lines and proximity to other junctions off Cockshott Lane considered. This is acceptable to the Highways consultee and has helped inform the broad layout proposed in the submitted (revised) plans.
61. Although sight lines shown of 2.4m x 43m in both directions are acceptable there is potential for parking to overspill into Cockshott Lane around the kerb radii and therefore a Traffic Regulation Order will be required to protect against this (as controlled under condition).

62. Once within the site, the speed limit would be expected at 20mph and the use of ramps and tables and the road layout helps to slow traffic down whilst maintaining good levels of forward visibility for the benefit of pedestrians and drivers alike.
63. The proposed parking for the private houses at two curtilage spaces per dwelling is considered acceptable. These would be positioned at the rear of properties fronting Cockshott Lane reducing any new further crossings onto this route other than the principal site access point itself.
64. The supported living apartments are not expected to generate the same level of demand for parking. The 17 spaces provided equal 1 per resident unit (excluding the staff unit) and based on experience drawn from supported living schemes like this, the level of parking is considered sufficient. As this element of the scheme will be secured as supported living under condition / obligation with the expected residents not anticipated to be car owners / drivers, the parking will adequately cater for wardens, health practitioners visiting and other visitors (family, friends). Due to change over of staff, visitors etc, it is expected that any visitor parking for the private houses (2 spaces based on 1 per 5 units) can be incorporated within this area also. All car parking would be expected to be designed and connected to Electric Vehicle Charge Points under policy EN8.
65. The surfacing and landscape improvements to enable better access and use of the Public Rights of Way is supported. These have been underused in more recent years as the site become more unsafe / overgrown. However they offer good access between the principal routes of Cockshott Lane, Cockshott Drive and Armley Ridge Road opening up better pedestrian routes between buses, shops and leisure / greenspace opportunities (latter both on-site and off-site).
66. Cycle parking opportunities exist within the apartments although like with car usage this is not expected to be in high demand by the incoming residents. Communal areas and storage areas exist here and a condition will be provided to agree the exact details of these and any additional on-site facilities as space exists around both the apartment and bungalow blocks for long and short stay cycle parking. For the new dwellings, lockable and secure containers for two cycles are provided within the fenced curtilage within the rear of the properties. The provision of cycle parking is considered acceptable under Core Strategy policies T2 and P10 subject to the detail being secured by way condition as proposed by the Highways consultee.
67. Bin storage is contained within smaller secure stores at the point of the driveways / parking for the private houses. For the apartments and bungalows eight 1100l commercial wheeled bins are provided which is considered sufficient for the 18 units of supported living. These are also screened from wider views and secured at accessible positions in the layout for weekly collection.
68. Construction access to the site is expected to be taken from Cockshott Lane under conditions including the submission of a Construction Management Plan. This would serve as a practical step to allay and remedy previously raised local residents' concerns regarding the noise, dust, dirt and disturbance of amenity arising during the construction process. Some work by the applicant to carry out electrical cabling / connections (possibly under permitted development rights) between 23-25 Cockshott Drive during late 2020, did see some residents' raise concerns / queries as to whether this was related to the intended development. At the time, this did become a somewhat sensitive issue locally and Ward Members were contacted by residents. Compliance Services have liaised with the applicant and no further work has taken place within this vicinity since.

Layout, Scale, Design and Protection of Residential Amenity

69. The layout has undergone a number of changes since both the original pre-application enquiry, validation of this application in 2019 and again slightly since the Position Statement. Resultantly the number of residential units has been reduced to ensure the layout can provide suitable access including the geometry and positioning of the new internal road as designed further to the guidance of the Street Design Guide, suitable spacing between existing and proposed dwellings and sufficient amenity space for both private and shared areas.
70. The layout - positioning the majority of the private dwellings (plots 1-6) with their front elevations facing Cockshott Lane - will positively aid natural surveillance and promote increased sustainable pedestrian access to both bus stops and local shops. The design of these front units is considered to both reflect the existing surrounding context in both their scale and design / materials. They have been designed with gable ends and, whilst the commercial properties on Cockshott Lane either side of the site have hipped roof forms, many of the residential properties set around the site on this Cockshott Lane side are designed with gable ends.
71. They also contain render at first floor level and the use of render has been also shown at this level within the projection frontages of the new dwellings. These gable projections and the use of render reflect both the local context and also indeed much of the original character of the Public House that once stood on the site here. The materials, whilst still under discussion are expected would otherwise be of brick under a concrete tiled roof (controlled by condition). Detailed Computer Generated Images (CGI's) have been produced to show the proposals visually in a 3D format more clearly.
72. The dwellings which are set more within the centre section of the development site (plots 07-11) would contain back gardens onto back gardens to the north-east and south-west respectively. They also are positioned to aid natural surveillance of those coming and going through the new road layout. Their position containing side gable ends which sit opposite the rear habitable elevations of plots 1-6 are set at 23m apart; again well in excess of guidance in Neighbourhoods for Living SPG. Between these units 07-08 and 10-11 there is 25m between the front elevations, again well in excess of guidance. Equally their rear gardens set at between 12-15m deep will not additionally create any concerns with separation distances to the deep gardens of Gotts Park Avenue and Cockshott Drive.
73. The apartment block has been scaled down from 3 storeys to 2 storeys and does not overlook the gardens of dwellings on Gotts Park Avenue. However importantly it does provide good natural surveillance of the Public Right of Way to this side of the site. From the side of the gable end to the rear principal elevation of no.47 Gotts Park Avenue this totals approximately 26m in distance, well in excess of guidance set out in Neighbourhoods for Living.
74. The private amenity space of the new dwellings (plots 1-11) is varied in size to accommodate the requirements of road, separation distances and tree protection / landscaping design. Some of these units to the front of the site do not have particularly deep rear gardens to the preferred guidance of Neighbourhoods for Living (circa 10.5m). They range from 5-7m in depth but are also supplemented by some additional reasonable sized provision to the front as well in being set from the road slightly. On balance, the range of garden sizes here (3-bed dwellings) are

considered sufficient when supplemented also with the direct access to the newly accessible greenspace within the bottom third of the wider site.

75. The general layout has been designed with good levels of natural surveillance of public realm, property and pedestrian / vehicular links through and adjacent to the site. The application would also have the positive role of providing a development to the site and further address the current anti-social and crime related activity (e.g. fly-tipping) that currently exists due to the lack of any human presence over such an expansive area. The exact treatment of boundaries with respect to design and height of fences will be controlled under condition in collaboration with West Yorkshire Police as consultee alongside other matters of crime prevention design such as detailed analysis of door and window locking systems.

Greenspace, Tree Protection and Landscaping

76. No significant physical development is proposed here on the bottom one-third of the wider site; only landscaping enhancement and improvements to Public Rights of Way. This is being developed in part through a Landscape Plan. This private area of greenspace totalling 0.34 Hectares, has for a number of years (prior to its purchase by the applicant), largely been unusable or inaccessible to the local community as a result of its condition / management. Therefore, this is a welcome opportunity to improve access to existing (private) provision in this dense built-up area and further safeguard existing residential amenity through better future management. This will assist in alleviating problems that have developed in more recent years of mis-use of the area (fly-tipping, anti-social behaviour, motor biking, drug dealing).
77. This enhancement is very much supported in principle in the context of Core Strategy policy G3 where a deficiency already exists in Armley for the provision of many types of greenspace (4 of 6 typologies, however it is noted and notwithstanding that the existing classification as Amenity Greenspace isn't one of them). The Right of Way to the main route (behind Gotts Park Avenue) and its fork to 23-25 Cockshott Lane will be re-surfaced better signposted / routed (under condition) and as suggested in the response from Rights of Way officers.
78. Given the improvements to surfacing / treatment of the existing recognised Public Rights of Way running through the site, this would open up / improve close links to the greenspace for a greater number of local residents within the accessibility standards set out in policy G3 (for amenity greenspace, 0.45 Hectares should be available to every 1000 people within 480m). However, one of the 4 'deficiency' types in Armley ward is the 'natural' greenspace as set out in the SAP Greenspace Background Paper (2017), therefore a more 'naturalised' design with planting amongst biodiversity improvements is considered equally appropriate and would not conflict with the use / nature of the current classification currently given as 'Amenity Greenspace'. The development of the 11 houses is expected to make a contribution to greenspace provision (£25,888.96) within the wider ward under policy G4 (the 'supported living' proposals are not expected to have wider impacts upon Ward provision that warrants improvement under policy G4).
79. The site currently contains some trees under protection (TPO Order 47/94). The site has also become very overgrown and much self-seeded vegetation, bushes etc. have covered the site over time. Consequently with accessibility difficult it has not been easy to see clearly which of the TPO trees within the middle section of the site still exist today (behind where the former Public House was demolished - plans will be shown at Panel).

80. The survey details on the 1994 Order also do not seem to completely tie up with the more recent survey work undertaken. Notwithstanding this and given their position very central within the site which makes a viable comprehensive development very difficult to design, TPO trees G1 (Sycamore and Elder) are intended to be removed. Original 1994 TPO trees T1 (Silver Birch), T2 (Rowan) and Group G2 (Sycamores) are not present on the site anymore and their history here is unknown.
81. Trees T3 and T4 (both Hawthorn), however, are intended to remain and the plans have been updated since the Position Statement to better protect them by removing one parking space. Trees lost through development would be replaced on a 3 for 1 basis (policy LAND2 of the Natural Waste & Resources DPD) particularly with heavy duty standard trees to the side of the new access road (visual to passing Public on Cockshott Lane and upon arrival into the site) and also within the Greenspace area.
82. Furthermore since the Position Statement, the plans have been updated, specifically in respect of the site plan and the block of 4 bungalows to the boundary behind the gardens of 13-21 Cockshott Drive (and their relationship to TPO trees T5 – Sycamore, T6 – Poplar and G3 – Poplars). At the Position Statement it was noted that the relationship to these trees was tight but it was always the intention that these should certainly remain given their presence, condition and contribution to local residential and visual amenity. These have been shown through increased distance separation in the new layout and alteration of the bungalows' footprint; this better safeguards the trees and their Root Protection Areas. The Arboricultural Impact Assessment has been updated and the Landscape (Tree) Officer is now raises no objections and is supportive of the proposals.

Nature Conservation

83. The application has been accompanied by a Biodiversity appraisal of the site's existing quantified calculation with reference to Core Strategy policy G9. The existing overgrowth, scrub and vegetation clearance within the site has been calculated as part of the site's overall biodiversity offer. However, it is considered that the greenspace regeneration can also be the focal point for improvements here.
84. The Council's Nature Conservation Officer is agreeable to the updated Biodiversity Metric Calculation report, which can be summarised as follows:
- **Baseline Biodiversity Units = 3.76** (all to be lost on-site)
 - **10% Biodiversity Net Gain (BNG) Target = 4.13 Units**
 - **Post-development Biodiversity Units = 1.02** (i.e. made up of 0.60 units for amenity grassland creation in the area of housing development and also an increase of 0.42 units to the area of greenspace)

In meeting the 10% target of 4.13 Units – 1.02 Units provided for within the red line site, this means a shortfall of 3.11 units. A letter from the appointed ecologist has recommended a sum is paid to the Council through Legal Agreement for delivery of 3.11 Units which in accordance with the Council's guidance, totalling £79,930. This provision would be allocated within Armley ward. The application is considered to provide an appropriate balance in combining on-site / off site biodiversity improvements and resultant net gain as per Policy G9, including at the preferred / targeted 10% provision advised.

Other Matters

85. The application proposals have been considered against space standards set out in policy H9. The private houses, which total approximately 81m² are just slightly under the 84m² advised for 3b4p households. Given that the gable ended roofspace would be capable of conversion itself (subject to usual Building Regulations) and could offer additional space such as that for storage, this minor shortfall is not considered on balance a concern particularly given the size of the remaining accommodation on site. This is made up of the apartments which at between 50-54m² and bungalows (51m²) for 1b1p occupation (based on the expected supported living model) are far in excess of the advised 37m² space standard. This already generous area of floorspace is also supplemented by communal space / meeting room facilities too for the additional benefit of all residents / staff.
86. The proposed supported living accommodation (apartments and bungalows) is designed with full accessibility in mind under policy H10 including wheelchair accessible sized rooms and lift facilities (for apartments) throughout.
87. The details of how the development can meet the requirements of policies EN1 and EN2 are being further developed by the architect however the following measures can be summarised for the time being:
- The proposed dwellings will be built using a light gauge metal frame system (LMF), which is a highly insulated modern method of construction.
 - Wall 'U' Values are: 0.15w/m²K, which is a 50% improvement on the current Building Regulations.
 - Roof 'U' Values are: 0.16w/m²K, which is a 20% improvement on the current Building Regulations.
 - Floor 'U' Values are: 0.12w/m²K, which is a 50% improvement on the current Building Regulations.
 - The construction has very low air leakage with a predicted rate of 4.95 – 4.98, which is a 50% improvement on the current Building Regulations.
 - High performance windows and doors will be used:
 - Window 'U' Values are : 0.14w/m²K, which is a 30% improvement on the current Building Regulations. The plans also show the fabric of the development to be fitted with high performance security uPVC windows and doors.
 - Door 'U' Values are : 0.90w/m²K, which is a 50% improvement on the current Building Regulations.
 - Heating and hot water will be provided by Air Source heat pumps with underfloor heating. There will be no gas supply on the site.
 - The additional benefits of the lightweight metal frame are:
 - Off-site prefabrication of the LMF instead of a traditional blockwork construction, will result in a reduction of approximately 180 x 32 Tonne wagon trips to the site, during the construction period.
 - LMF uses recycled steel and greatly reduces the use of timber and concrete/ cement products, which reduces the number of deliveries noted above.

- The dwelling will be highly insulated with low air leakage and a highly efficient heating system.
 - Sanitaryware will have low water usage with aerated taps used throughout and water usage to be less than, a 125 litres per person, per day.
 - Where appliances are supplied they will be A+ rated for power/ water usage.
 - The site is located in a primary residential area.
 - All construction materials will be locally sourced wherever possible.
 - All timber will be from sustainable sources when required.
 - All contractors and tradesmen will be based locally.
88. The sum total of the above points will create very efficient buildings, with low carbon footprint, which are responsibly built, using modern construction methods, in a sustainable location.
89. In terms of the Predicted Energy Rating, a draft predicted energy assessment has been provided which for a typical semi-detached dwelling on the site can be summarised as follows:
- Target Emission Rate: 27.73
Dwelling Emission Rate: 17.23 – 37.87% improvement on the current Building Regulations.
 - Target Fabric Energy Efficiency: 61.00
Dwelling Fabric Energy Efficiency: 49.66 – 18.60% improvement on the current Building Regulations.
 - SAP Rating:
Energy Efficiency Rating: 84
Environmental Impact (CO2) Rating: 85

CONCLUSIONS:

90. The application provides a range of welcome and positive measures that align with key sustainable development principles in accordance with local and national planning policy as summarised below:

Social

- creation of specialist apartments and bungalows for generally single adults who will benefit from some levels of independence but still require supported accommodation in the community where demand for such bespoke housing exists in West Leeds as highlighted by Leeds' Commissioners;
- development of further 11 private houses catering also for family accommodation
- addresses problems of anti-social behaviour which occasionally still occurs on the unoccupied site;
- improvements to site security / natural surveillance and improved connectivity / use of Public Rights of Way through the site;
- regeneration of greenspace for the local community and incoming residents.

Economic

- Significant major development for local employment and immediate spending within the local community / local shops.

Environmental

- sustainable brownfield site / location with links to shops, services and public transport;
- net gain in biodiversity achieved through combination of measures on and off site
- protection of key mature trees within the site;
- addresses ongoing problems of fly-tipping on the unoccupied site.

91. The application is therefore recommended for approval (defer and delegate) subject to conditions set out in Appendix 1 and completion of a Legal Agreement.

Background Papers:

Application and history files.

Certificate of ownership: Signed on behalf of the applicant.

APPENDIX 1 – Draft Conditions

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Imposed pursuant to the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the approved plans listed in the Plans Schedule.

For the avoidance of doubt and in the interests of proper planning.

3. No building works above DPC level and excluding the demolition of the existing buildings hereby approved shall commence until details and samples of all external walling and roofing materials and rainwater goods have been submitted to and approved in writing by the Local Planning Authority. If requested, samples shall be made available on site prior to the commencement of building works, for inspection by the Local Planning Authority which shall be notified in writing of their availability. The building works shall be constructed from the materials thereby approved.

In the interests of visual amenity.

4. No building works above DPC level and excluding the demolition of the existing buildings hereby approved shall commence until full details of both hard and soft landscape works, including an implementation programme, have been submitted to and approved in writing by the Local Planning Authority. Hard landscape works shall include:

- (a) Details of proposed finished levels and/or contours;
- (b) Boundary details and means of enclosure;
- (c) Details of surface materials to car parking area and other vehicle and pedestrian access and circulation areas (including the Public Rights of Way);

Soft landscape works shall include

- (d) planting plans
- (e) written specifications (including soil depths, cultivation and other operations associated with plant and grass establishment) and
- (f) schedules of plants noting species, planting sizes and proposed numbers/densities.

All hard and soft landscaping works shall be carried out in accordance with the approved details, approved implementation programme and British Standard BS 4428:1989 Code of Practice for General Landscape Operations. The developer shall complete the approved landscaping works and confirm this in writing to the Local Planning Authority prior to the date agreed in the implementation programme.

In the interests of good landscaping.

5. a) No works shall commence until all existing trees, hedges, bushes shown to be retained on the approved plans are fully safeguarded by protective fencing and ground protection in accordance with approved plans and specifications and the provisions of British Standard 5837 (2012) Trees in relation to design, demolition and

construction, unless otherwise agreed in writing by the Local Planning Authority. Such measures shall be retained for the duration of any demolition and/or approved works.

b) No works or development shall commence until a written arboricultural method statement for a tree care plan has been submitted to and approved in writing by the local planning authority. Works or development shall then be carried out in accordance with the approved method statement.

c) No equipment, machinery or materials shall be used, stored or burnt within any protected area. Ground levels within these areas shall not be altered, nor any excavations undertaken including the provision of any underground services, without the prior written approval of the Local Planning Authority.

d) Seven days written notice shall be given to the Local Planning Authority that the protection measures are in place prior to demolition and/or approved works, to allow inspection and approval of the works.

To ensure the protection and preservation of trees, hedges, bushes and other natural features that make a positive contribution to the character and amenities of the area. In the absence of appropriate measures the retention and long term health of such vegetation could be compromised by the carrying out of the approved development.

6. If within a period of five years from the date of the planting of any tree/hedge/shrub that tree/hedge/shrub, or any replacement, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree/hedge/shrub of the same species and size as that originally planted shall be planted in the same location as soon as reasonably possible and no later than the first available planting season, unless otherwise agreed in writing by the Local Planning Authority.

To ensure maintenance of a healthy landscape scheme.

7. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development. The landscape management plan shall be carried out as approved.

To ensure successful aftercare of landscaping.

8. Development shall not commence until details of design of building foundations and layout, position and dimensions of service trenches, ditches and drains (in accordance with British Standard 5837 (2012) Trees in relation to design, demolition and construction unless otherwise agreed in writing), has been submitted to and approved in writing by the Local Planning Authority. Works shall be carried out in accordance with the approved details.

To ensure the protection and preservation of trees that make a positive contribution to the character and amenities of the area. In the absence of appropriate measures the retention and long term health of the trees could be compromised by the carrying out of the approved development.

9. There shall be no piped discharge of surface water from the development prior to the completion of surface water drainage works, details of which will have been submitted to and approved by the Local Planning Authority. If discharge to public sewer is proposed, the information shall include, but not be exclusive to:

- i) evidence that other means of surface water drainage (e.g. infiltration) have been properly considered and why they have been discounted; and
- ii) the means by which the discharge rate shall be restricted to a maximum rate of 3.5 litres per second.

To ensure that no surface water discharges take place until proper provision has been made for its disposal.

- 10.** No development shall be brought into use/occupied until a SUDS management and maintenance plan for the lifetime of the development, including arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme, has been submitted to and approved in writing by the Local Planning Authority.

To ensure the continued operation and maintenance of drainage features serving the site and reduce the risk of flooding.

- 11.** The approved Phase I Desk Study report indicates that a Phase II Site Investigation is necessary, and therefore development (excluding demolition) shall not commence until a Phase II Site Investigation Report has been submitted to and approved in writing by the Local Planning Authority.

Where remediation measures are shown to be necessary in the Phase II Report and/or where soil or soil forming material is being imported to site, development (excluding demolition) shall not commence until a Remediation Strategy demonstrating how the site will be made suitable for the intended use has been submitted to, and approved in writing by, the Local Planning Authority. The Remediation Strategy shall include a programme for all works and for the provision of Verification Reports.

It is strongly recommended that all reports are prepared and approved by a suitably qualified and competent person.

To ensure that the presence of contamination is identified, risks assessed and proposed remediation works are agreed in order to make the site 'suitable for use' with respect to land contamination.

- 12.** If remediation is unable to proceed in accordance with the approved Remediation Strategy, or where significant unexpected contamination is encountered, or where soil or soil forming material is being imported to site, the Local Planning Authority shall be notified in writing immediately and operations on the affected part of the site shall cease. The affected part of the site shall be agreed with the Local Planning Authority in writing. An amended or new Remediation Strategy and/or Soil Importation Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to any further remediation works which shall thereafter be carried out in accordance with the revised approved Strategy. Prior to the site being brought into use, where significant unexpected contamination is not encountered, the Local Planning Authority shall be notified in writing of such.

It is strongly recommended that all reports are prepared and approved by a suitably qualified and competent person.

To ensure that any necessary remediation works are identified to make the site 'suitable for use' with respect to land contamination.

- 13.** Remediation works shall be carried out in accordance with the approved Remediation Strategy. On completion of those works, the Verification Report(s) shall be submitted to the Local Planning Authority in accordance with the approved programme. The site or phase of a site shall not be brought into use until such time as all verification information has been approved in writing by the Local Planning Authority.

It is strongly recommended that all reports are prepared and approved by a suitably qualified and competent person.

To ensure that the remediation works are fully implemented as agreed and the site has been demonstrated to be 'suitable for use' with respect to land contamination.

- 14.** Any soil or soil forming materials brought to site for use in garden areas, soft landscaping, public open space or for filling and level raising shall be tested for contamination and suitability for use. A methodology for testing these soils shall be submitted to and approved in writing by the Local Planning Authority prior to these materials being imported onto site. The methodology shall include information on the source of the materials, sampling frequency, testing schedules and criteria against which the analytical results will be assessed (as determined by risk assessment). Testing shall then be carried out in accordance with the approved methodology. Relevant evidence, assessment and verification information shall be submitted to and approved in writing by the Local Planning Authority prior to these materials being imported onto the site.

In the event that no soil or soil forming materials have been brought to site, written confirmation shall be submitted to the Local Planning Authority.

It is strongly recommended that all reports are prepared and approved by a suitably qualified and competent person.

To ensure that contaminated soils are not imported to the site and that the development shall be 'suitable for use' with respect to land contamination.

- 15.** Notwithstanding the approved details, before occupation of the residential units hereby approved, full details of cycle/motorcycle parking and facilities shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved cycle/motorcycle parking and facilities have been provided. The facilities shall thereafter be retained for the lifetime of the development.

In the interests of highway safety.

- 16.** Prior to the occupation of the residential units hereby approved, details of Electric Vehicle Charging Points and cable enabled parking spaces to be provided shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details prior to first occupation of the development and thereafter retained in accordance with the approved details.

In the interests of promoting sustainable travel opportunities.

- 17.** The development hereby permitted shall not be occupied until details for the provision of bin stores (including siting, materials and means of enclosure) and (where applicable) storage of wastes and access for their collection shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be

implemented in full before the use commences and shall be retained thereafter for the lifetime of the development.

To ensure adequate measures for the storage and collection of wastes are put in place. In the absence of appropriate measures residential amenity could be adversely affected.

18. Development / building works shall not commence until a plan showing details of the proposed vehicular access to the site comprising:

- Constructions of new access;
- Closure of an existing access;
- Dropped / omitted kerbline along the site frontage to be reinstated to full-height footways; and
- Promotion of a traffic regulation order (double-yellow lines) at the site entrance and frontage to prevent on-street and on-pavement parking.

has been submitted to and approved in writing by the Local Planning Authority. The access shall be constructed as approved, prior to first occupation of the development and retained for the lifetime of the development.

To ensure the free and safe use of the highway.

19. The vehicular access gradient shall not exceed 1 in 40 (2.5%) for the first 15m and 1 in 20 (5%) thereafter, unless otherwise agreed in writing by the Local Planning Authority. The gradient of the pedestrian access shall not exceed 1 in 20 (5%).

To ensure the free and safe use of the highway, and in the interests of disabled access.

20. The gradient of all drives shall not exceed 1 in 12.5 (8%).

To ensure the free and safe use of the highway.

21. The access hereby approved shall not be brought into use until the area of land shown (cross hatched) on the approved plans has been laid out as a forward visibility splay to adoptable standards. The visibility splay shall be retained clear of all obstructions for the lifetime of the development.

To ensure the free and safe use of the highway.

22. No works shall begin on the relevant phase of development until a Statement of Construction Practice for that phase has been submitted to and approved in writing by the Local Planning Authority. The Statement of Construction Practice shall include full details of:

- a) the methods to be employed to prevent mud, grit and dirt being carried onto the public highway from the development hereby approved;
- b) measures to control the emissions of dust and dirt during construction;
- c) location of site compound and plant equipment/storage; and
- d) how this Statement of Construction Practice will be made publicly available by the developer.

The approved details shall be implemented at the commencement of work on site, and shall thereafter be retained and employed until completion of works on site. The

Statement of Construction Practice shall be made publicly available for the lifetime of the construction phase of the development in accordance with the approved method of publicity.

The carrying out of the development could result in significant harm to the amenities of local residents and/or highway safety and accordingly details of construction practice is required to be agreed prior to the commencement of works in order to protect such interests.

- 23.** Development shall not be occupied until all areas shown on the approved plans to be used by vehicles have been fully laid out, surfaced and drained such that surface water does not discharge or transfer onto the highway. These areas shall not be used for any other purpose thereafter.

To ensure the free and safe use of the highway.

- 24.** Prior to commencement of building works above DPC level, a Sustainability Statement shall be submitted to and agreed in writing by the Local Planning Authority which will include a detailed scheme to demonstrate compliance with Core Strategy policies EN1 and EN2. This shall also assess the feasibility of connection to District Heating networks with reference to policy EN4 of the Core Strategy.

To ensure the adoption of appropriate sustainable design principles in accordance with Core Strategy Policies EN1, EN2 and EN4, Leeds Sustainable Design and Construction SPD and the National Planning Policy Framework (2019).

- 25.** Prior to occupation of the development details of measures to aid security by design within the development shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall incorporate recommendations of Secure By Design advice where practical and achievable. The scheme shall be incorporated into the development of the dwellings / site hereby approved and shall be maintained for the lifetime of the development thereafter.

In the interests of good security and to aid crime prevention.

- 26.** The development shall only be occupied and operated as a supported living facility, and at no time shall any of the apartments hereby approved be let, sold or otherwise occupied as any other form of use as defined in class C3 of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any Orders revoking or re-enacting that Order with or without modification).

As the application has been considered and deemed to be acceptable based on the particular circumstances of the development as proposed in terms of the occupancy and use of the accommodation and facilities. The occupation of the units as general housing may have additional implications for parking requirements and greenspace, and would also generate a requirement for a percentage of the units to be designated as affordable housing, and therefore the local planning authority wishes to retain control over any future.

- 27.** Development works shall be restricted to 08:00 – 18:00 hours Monday to Saturday and 08:00 – 13:00 hours on Sundays and Bank Holidays.

In the interests of residential amenity.

- 28.** Prior to the commencement of development a Construction Environmental Management Plan (CEMP:Biodiversity) shall be submitted to and approved in writing by the LPA. The CEMP (Biodiversity) shall put in place measures to retain and protect the land outside of the red line boundary to the south-east as shown outlined in blue on the Detailed Landscape Proposals drawing 3655/1 Rev D and include the following:
- a) Risk assessment of potentially damaging construction activities
 - b) Identification of "biodiversity protection zones"
 - c) Measures to avoid or reduce impacts during construction
 - d) Location and timings of sensitive works to avoid harm to biodiversity features, including nesting birds
 - e) The times during construction when specialist ecologists need to be present on site to oversee works
 - f) The role of a responsible person (Ecological Clerk of Works) and lines of communication
 - g) Use of protective fences, exclusion barriers and warning signs

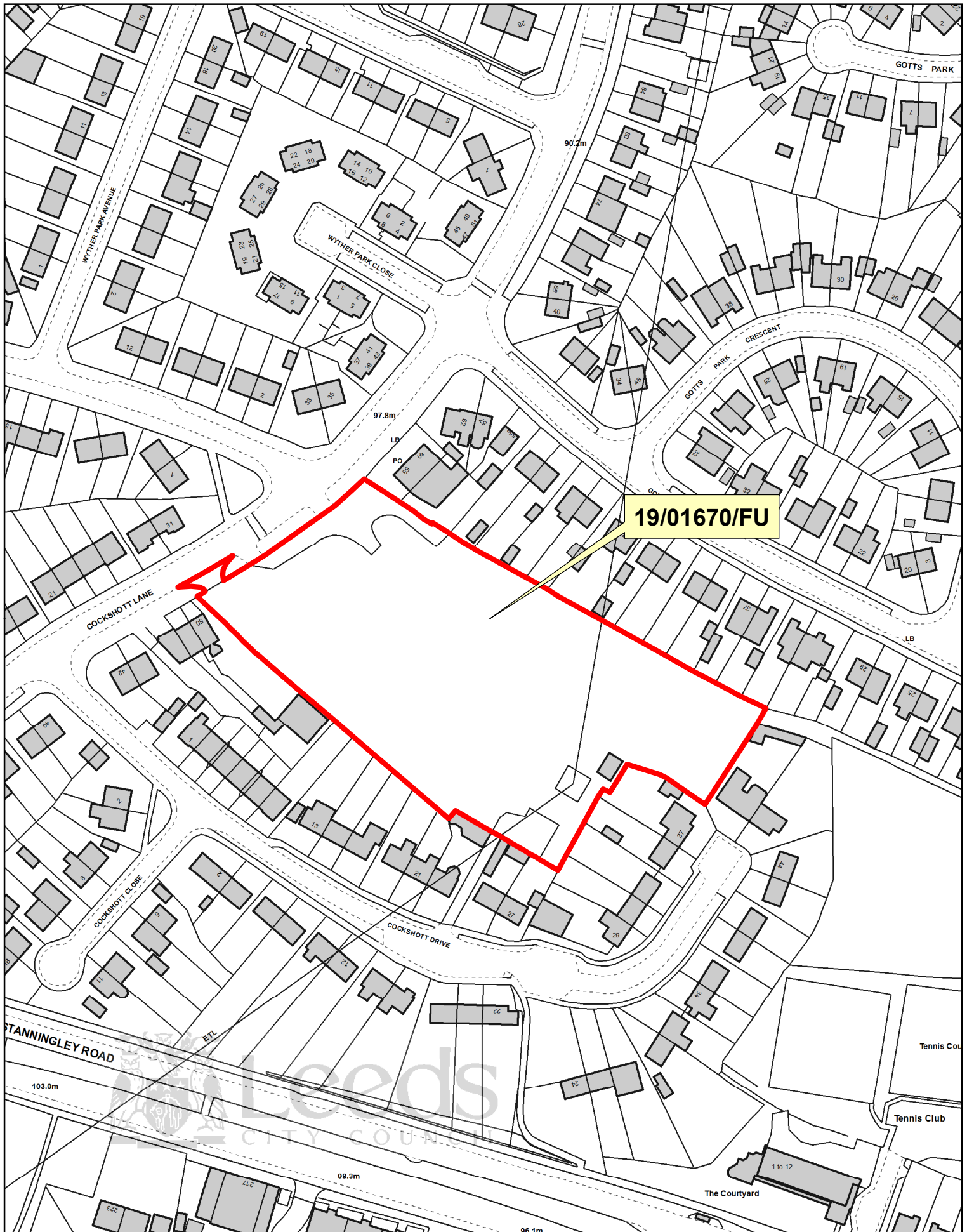
The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the LPA.

To ensure the protection of existing biodiversity features in accordance with Core Strategy Policy G8, the NPPF, and BS 42020:2013.

- 29.** Prior to the commencement of development a Biodiversity Enhancement & Management Plan (BEMP) shall be submitted to and approved in writing by the LPA. The Plan shall deliver a minimum of 1.64 Biodiversity Habitat Units and 1.11 Biodiversity Hedgerow Units on land outlined on the Detailed Landscape Proposals drawing 3655/1 and include details of the following:
- a) Description and evaluation of features to be managed and enhanced
 - b) Extent and location/area of proposed enhancement works on appropriate scale maps and plans
 - c) Ecological trends and constraints on site that might influence management
 - d) Aims and Objectives of management
 - e) Appropriate management Actions for achieving Aims and Objectives
 - f) An annual work programme (to cover an initial 5 year period)
 - g) Details of the specialist ecological management body or organisation responsible for implementation of the Plan
 - h) For each of the first 5 years of the Plan, a progress report sent to the LPA reporting on progress of the annual work programme and confirmation of required Actions for the next 12 month period
 - i) The Plan will be reviewed and updated every 5 years and implemented for perpetuity

The Plan shall include details of the legal and funding mechanisms by which the long-term implementation of the Plan will be secured by the developer with the specialist ecological management body or organisation responsible for its delivery. The Plan shall also set out (where the results from the monitoring show that the Aims and Objectives of the BEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the Objectives of the originally approved Plan. The approved Plan will be implemented in accordance with the approved details.

To ensure the long-term protection and enhancement of biodiversity in accordance with Core Strategy Policy G8 and G9, NPPF and BS 42020:2013.



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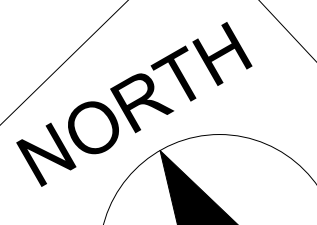
SOUTH AND WEST PLANS PANEL

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

SCALE : 1/1500

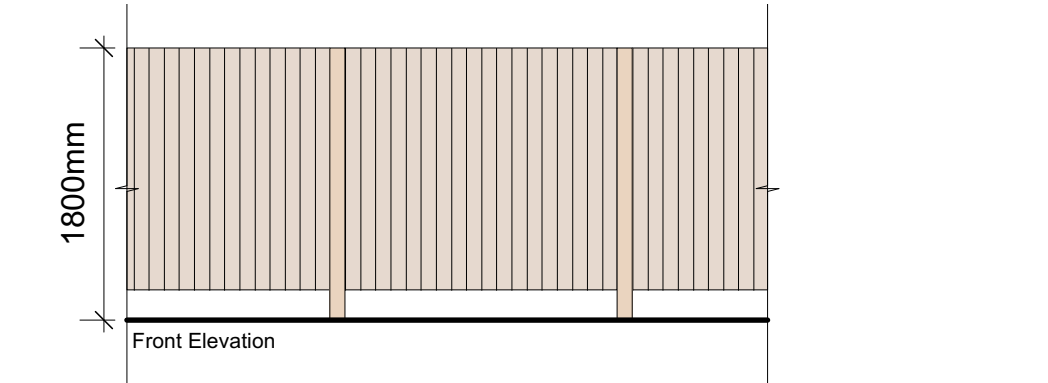
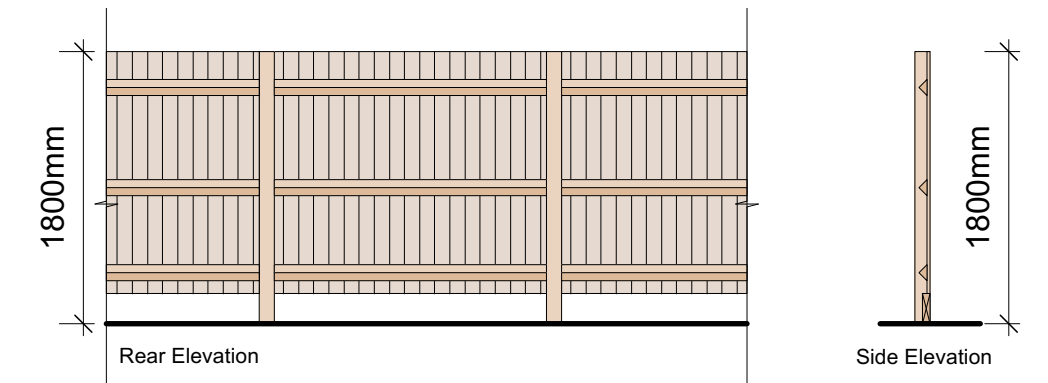




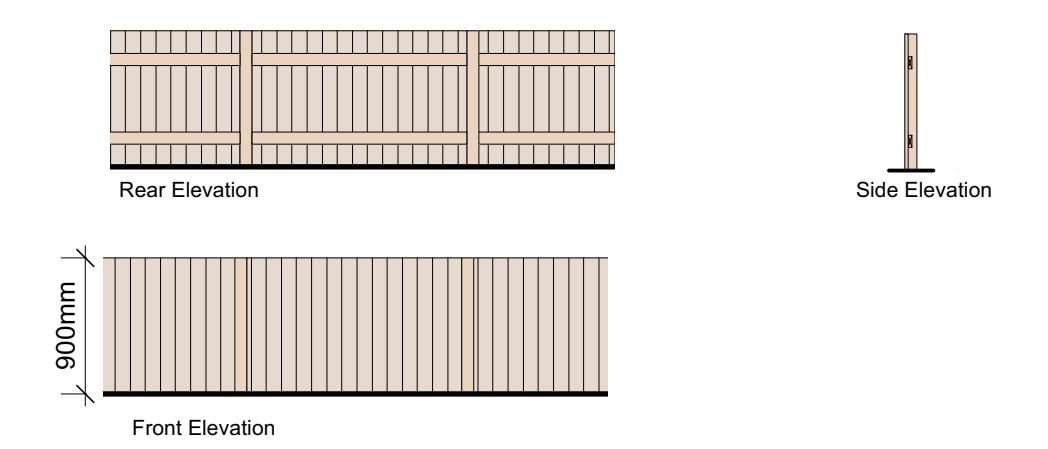
Existing access to be closed off and full face kerb reinstated and footway returned to full footway status as requested by Highways. Area shown hatched.

Site Plan As Proposed Scale 1:200

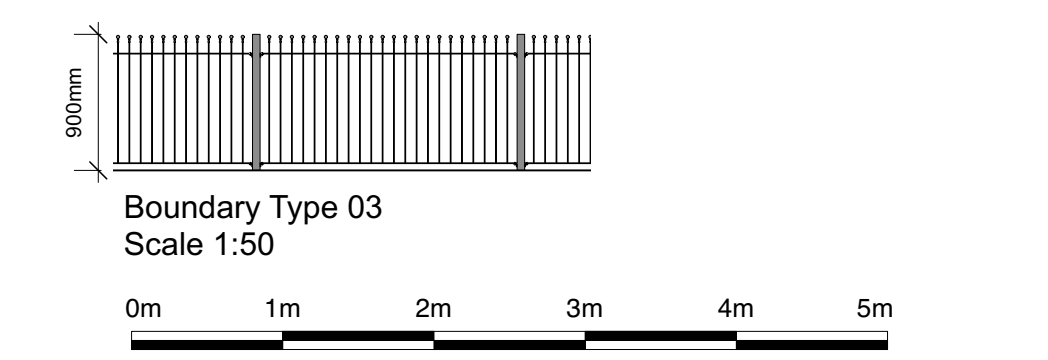
Site Area: 6517sqm/ 0.65Ha



Boundary Type 01 Scale 1:50

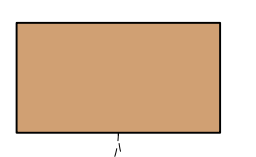


Boundary Type 02 Scale 1:50

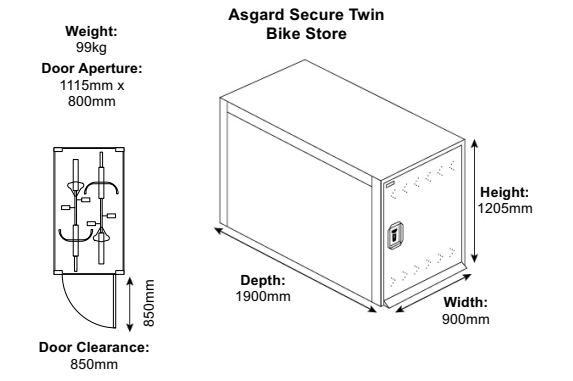


Boundary Type 03 Scale 1:50

BIN STORE



BIKE STORE



ROLEC EV/OLEV Home Car charge Point
The cable and circuitry ratings for the charging points shall be of adequate size to ensure a minimum continuous current demand of 16 Amps and a maximum demand of 32Amps

Surfaces

- Tarmac to Roads
- Grey Permeable Resin/ Brick Paviers
- Red Permeable Resin/ Brick Paviers
- 600 x 600mm Permeable Paving
- Unobstructed 900mm Pathway

Key to Trees

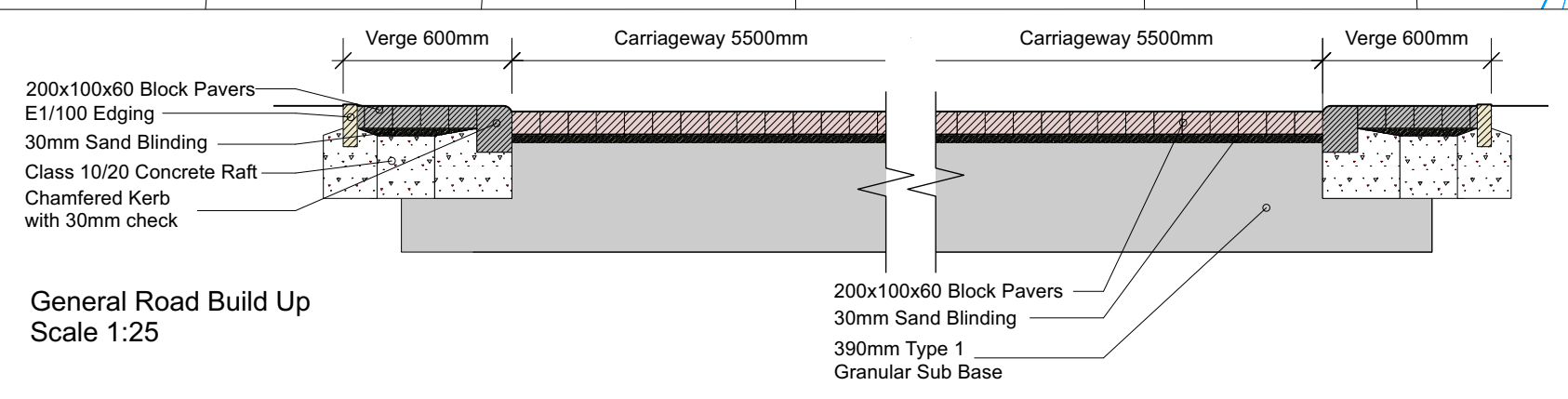
- Tree to be retained.
- Tree previously removed.
- Tree to be removed.
- Root Protection as shown on landscaping drawing.

Accommodation:
13 x 1 Bedroom Flats
1 x Staff Accommodation Unit
4 x 1 Bedroom Bungalows
11 x 3 Bedroom Houses

SECURITY:

Windows and External Doors: to be to one of the following standards; PAS 24:2012, PAS 24:2016, STS 202 issue 3:2011 burglary rating 2 or LPS 1175 issue 7:2010 security rating 2. Locks to be upgraded to 3 star standards to achieve TS007 or Sold Secure Diamond Standard.

Lighting: Dusk until dawn lighting to be provided to all front and rear access doors to bungalows and flats in the form of wall lights and to the carpark and paths in the form of bollards.



NOTES:
Any errors or omissions to be reported to Code L6 immediately.
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Q	Bungalow amendments	25/02/21
P	Bungalow amendments	23/02/21
N	Accessible dwelling noted	20/12/21
M	Bungalow position Amendments	22/12/20
L	Highways amendments	24/09/20
K	General amendments	11/08/20
J	Annotations amended	24/06/20
H	General amendments	19/06/20
G	General amendments	15/06/20
B	General amendments	15/04/19
A	General Amendments	4/04/19
rev	details	date

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Project: Cockshott Lane Leeds LS12 2RG

Client: MD Construction
Drawing: Site Plans As Proposed

Date: 10/11/17 Scale: 1:200 Size: A1

Drawing Number: 17-015-10Q