



Report of the Chief Planning Officer -

SOUTH AND WEST PLANS PANEL – SUPPLEMENTARY INFORMATION

Date: 20th April 2017

Subject: Application number 16/06222/OT – Outline application for residential development (Use Class C3) for up to 100 dwellings and land reserved for primary school with construction of vehicular access from Otley Road, to the north west and Ash Road to the south with all matters other than access reserved, at Land to the East of Otley Road, Adel

APPLICANT

Hallam Land Management
Ltd and Barrett David Wilson
Homes

DATE VALID

5th October 2016

TARGET DATE

25th March 2017

**Electoral Wards Affected:
Adel and Wharfedale**

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

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1.0 INTRODUCTION

1.1 Following the publication of the Panel report relating to this planning application concerns have been expressed by Councillor Caroline Anderson that her joint objections with Councillor Barry Anderson have not been accurately summarised within the original Panel Report. In addition attention has been drawn to typographical and grammatical errors. In light of these comments it was considered appropriate to issue a revised summary of their comments to ensure that the objections raised by the Councillors are clearly and fully set out. Accordingly, the following sets out a revised summary of their objections:

Councillors Barry and Caroline Anderson originally objected to the original masterplan and do not support the scheme for the following reasons:

- i) Principle of development

- The proposal is contrary to Adel Neighbourhood Design Statement which carries full weight having been a document for use in the planning process since 2006 and fully updated in 2013
- The proposal is contrary to draft Adel Neighbourhood Plan which carries some weight as it is currently lodged with the Council
- We fully support the objection from Adel Neighbourhood Forum and would like you to consider their objection in line with our objection
- The Inspector when allowing the residential development at Centurion Fields (the neighbouring site to this one) said that this (application) site should not be built upon
- Adel has no need for further housing, the target set for the City is higher than necessary and recent studies have shown that it is wrong and the selective review of housing numbers which is about to commence proves this is to be the case
- The emerging Site Allocations Plan (SAP) identifies that this site to have a smaller capacity than the number of dwellings proposed as part this application
- The population projections have been in decline since the 2008 projection used in the Core Strategy so housing number requirements need to be reviewed
- One consequence of the 70,000 target has been the failure to deliver the annual housing target and this has now contributed to the Council not being able to demonstrate a 5 year land supply with the housing industry playing a part in this and controlling the supply of housing
- The scheme is premature in advance of the SAP, it is designated as a phase 2 housing site in the emerging SAP
- Outer North West Housing Market Characteristic Area has taken more than its fair share of housing development and surely has met its target without bringing this site forward
- Takes a small part of the green belt which is unacceptable and contrary to paragraph 83 of NPPF
- Proper debate needs to take place regarding the provision of affordable housing
- All brownfield sites in Leeds need to be exhausted before any consideration is given to greenfield sites and certainly no consideration should be given to green belt sites

ii) Highways

- The capacity to take more traffic on the surrounding roads is highly questionable. Otley Road will be unable to take any further traffic as this is a main trunk road serving Leeds residents from Otley through to the city centre via Headingley which is already congested.
- With developments planned in Otley, Bramhope, Adel and also areas bordering Leeds this will impact severely on the A660.
- Capacity to take more traffic onto Church Lane is also highly questionable.
- There has been 330 houses with planning permission coming on line in Adel Lane/Church Lane vicinity with limited infrastructure installed to support these apart from a few speed cushions and speed tables on the lower half of Adel Lane
- Impact of school on traffic flows
- Impact of school in terms of parking on surrounding roads
- Surrounding roads cannot accommodate development
- Concerns about the level of rat running on the existing surrounding streets
- The pedestrian accesses around the site are not clear
- There are a number of infrastructure deficits that need to be put in place need to be considered

- The only bus that passes the site is the X84 which is a wholly unreliable service. Residents will have to walk further than the Council's own guidelines to access public transport.
- iii) Impact on conservation area and listed church Adel St John the Baptist
- Historic England recognise that the football pitch is encroaching into the historic area and this would cause an increase in the level of harm to the setting of the church particularly if floodlights and fencing was introduced and they would not support that
 - The listed church is of national and international significance dating back to 1150 and building on this land would destroy its historical significance
 - The developer is not being clear about the future of the rest of the site
 - Proposed football pitch with fencing and floodlighting would have detrimental impact on listed church
- iv) School
- Building a school on this site at the location shown on the plan is totally unsuitable
 - Access to the school would be from Otley Road, however it takes only a small deduction to realise that parents accessing the school would park on Church Lane and walk through the proposed footpath to access the school making Church Lane completely unviable as a rural road which in its current setting it is.
 - Parents accessing school from other side of Otley Road will have to cross the busy A660
 - Church Lane is also busy for parents to cross due to current difficulties with existing traffic flows never mind any further development
 - No room on plans for school playground area within the school curtilage and its not clear what provision the development intends to make without encroaching further into the land to the east of the Beck
- v) Impact on local services
- Consideration needs to be given to infrastructure need before any site is approved e.g. determination of future highways demand and how this will be met, ability of local primary health structure to meet anticipated needs of local population, local shopping facilities.
- vi) Residential amenity
- Access to the school will be through the proposed housing estate which is not acceptable to future residents
 - The traffic generation from a 2 form entry school will badly effect the quality of life of the residents who surround it, proper traffic management will need to be built into any conditions before development could proceed
- vii) Other matters
- The site was refused permission in November 2014
 - Substantial drainage concerns with large attenuation pools needed to be installed
 - Houses sizes are not the house sizes that Adel needs. There is a need for smaller houses for older residents
 - No consultation by the developers with local residents

- Question in relation to affordable housing and a proper debate needs to take place regarding the split and what is required and what is meant by affordable
- The current Centurion Fields has no buffer zone from the new site as it was never enforced. So there is no confidence that any landscaping and buffer zones planted with be implemented and enforced.
- The public open space needs to be properly planned out
- More tree planting will be required to mitigate the drainage issues that will occur further down at Adel Mills housing complex.

A further objection from both Councillors was received after the previous Panel report went to print which sets out:

- i) The sports pitch is still shown on the eastern side of the Beck which is not in compliance with planner's previous comments and Historic England's comments in that all development should be accommodated on the western side. Furthermore Historic England stated ' We recommend the proposals are amended so that it can be shown that all development can be accommodated to the west of the beck. The remaining harm that would be caused should then be weighed against the public benefits of the proposals in accordance with paragraph 134 of the NPPF. Plus if there is no fencing this would contravene safeguarding rules and break one of the Councils pledges 'The best City for Children'
- ii) Where is the written policy that the site should be served by a staggered junction?
- iii) We dispute the trip generation figures especially if there is going to be a school on the site
- iv) The site will increase pedestrian site penetration and/or more car movement
- v) The plan does not cater for the movements due to the school
- vi) Site is not 'reasonably' accessible as edge of Adel and some distances from services
- vii) We would like to highlight the poor quality service that the X84 delivers and that if we suspend disbelief and people do use it more it will be full by the time it reaches Adel because of the amount of development in Otley and in Bramhope. Again you either have car movements or you have bus patronage and either way neither cars or buses are not adequate to meet the needs of the development and the school.
- viii) We would ask that the developer comes forward with improved measures for site accessibility before any approval is given
- ix) The Council have not taken on board the cumulative trip generation of the school and its highly detrimental impact to the area
- x) Negative impact on the site access on Kingsley Drive/Otley Road which is so dangerous and fraught with problems which have not been properly highlighted. The highway and transport issues need to be adequately resolved before a decision is made.
- xi) There needs to be full consultation with residents on whether junction onto the Otley Road should be traffic lights or priority junction
- xii) The thought of a quasi-school drop off point on Holt Avenue is worrying, people will start parking on Church Lane and Holt Avenue and what proposals does the Council have to resolve this
- xiii) Provision for parking for school
- xiv) What proposals have the Council for a TRO to stop parking outside residents who have purchased houses when the school comes along?
- xv) What provision is going to be made for parking at the school so it fits within the site?
- xvi) How will you ensure the public right of way upgraded surface is kept with a rural feel?

- xvii) What is the replacement strategy for trees that are lost
- xviii) The layout is not suitable or acceptable with some not having front or rear gardens, the design does not accord with the good design guide or the draft Neighbourhood Plan or the existing Adel Neighbourhood Design Statement. It does not reflect other layouts in the whole of Adel and does not fit the character of Adel.