



Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 18th July 2019

Subject: 18/04404/OT – Outline application for residential development of up to 701 dwellings and associated landscaping, infrastructure and public open space at Land off Pontefract, Lane, Richmond Hill, Leeds

APPLICANT

Templegate Developments Ltd

DATE VALID

13th July 2019

TARGET DATE

2nd November 2019

Electoral Wards Affected:

Garforth and Swillington;
Rothwell

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 satisfactory resolution of the holding objection from the Environment Agency, completion of an S106 agreement and the conditions specified at the head of this report (and any other conditions which the Chief Planning Officer may consider appropriate).

The S106 agreement will secure the following:

- provision of 15% on site affordable housing;
- provision of bus stops;
- Travel Plan and monitoring provisions;
- Sustainable Travel Fund (£500.50 p/d);
- local employment and skills initiative;
- provision of POS (in accordance with CSSR G4);
- offsite highway works and junction improvements (£50 000 and £250 000 (prior to first occupation));
- no commencement of dwellings prior to specified obligation trigger points in S106 of application (15/07655/OT);
- temporary school bus service;
- air quality damage limitation payment (if not mitigated by other sustainable transport measures);

- **shuttlebus backstop payment / infrastructure; and**
- **any other obligations which arise as part of the application process.**

In the event the S106 agreement has not been completed within three months of the panel resolution to grant planning permission, the final determination of the application shall be delegated to the Chief Planning Officer.

Conditions

1. Approval of reserved matters (layout, access (unless approved by this permission), scale, appearance and landscaping);
2. Submission of first phase of reserved matters within three years of commencement of ground works; submission of subsequent reserved matters within two years of the last phase;
3. Submission of first phase of ground works within two years (details of proposed works and relationship with infrastructure and layout of scheme);
4. Development in accordance with approved plans;
5. Development of up to 701 dwellings only;
6. Development in accordance with required Housing Mix (H4);
7. Development in accordance with Housing for Independent Living (H8);
8. Development in accordance with Minimum Space Standards (H9);
9. Development in accordance with Accessible Housing Standards (H10);
10. Provision of onsite Green Space in accordance G6;
11. Reduction of Carbon Consumption in accordance with EN1;
12. Reduction of Water Consumption in accordance with EN2;
13. Development to be implemented in accordance with EN4;
14. Submission of phasing plan for approval and development in accordance with approved phasing plan;
15. Submission of Design Code and Landscape Master Plan in accordance with parameters plan;
16. No commencement of development prior to submission and approval of two vehicular access points into the site; no occupation of dwellings until access provided in accordance with agreed details;
17. No occupation of dwellings until link road in northern phase completed;
18. No commencement of development prior to submission and approval a scheme to revise signal timing of J45 M1 site; no occupation of dwellings until access provided in accordance with agreed details;
19. No commencement of development prior to submission and approval of details of all vehicular parking and turning areas; no occupation of dwellings until parking provided in accordance with agreed details;
20. Provision of EVCs in accordance with policy EN8;
21. Provision of motor cycle parking and cycle parking/storage;
22. No occupation of dwellings until public transport infrastructure / services agreed for Skelton gate North (15/07655/OT) have been provided, and until details for provision of additional infrastructure (bus stops) has been agreed and implemented.
23. Submission and approval of a scheme for footpath and cycleway linkages to the northern phase and Skelton Lake, to be implemented prior to first occupation;
24. Maximum access gradient;
25. Submission of Construction Traffic Management Plan prior to the commencement of works and development in accordance with the approved Construction Traffic Management Plan;
26. Submission of Statement of Construction Practice;

27. Removal of PD (Schedule 2, Part 1 Classes A, B, E and Part 2 Class A);
28. Retention of parking areas free from obstruction;
29. Provision of sound and insulation scheme in accordance with necessary surveys;
30. Drainage and Flood Risk Management conditions;
31. Protection of groundwater quality;
32. Nature Conservation conditions;
33. Land stability and contamination conditions;
34. Hours of working;
35. Lighting Scheme;
36. Completion of offsite Junction improvements (Bullerthope Lane/A642) prior to first occupation;
37. No occupation of dwellings within 250m of Skelton Grange Landfill prior to cessation of waste input.

1.0 INTRODUCTION

- 1.1 The application is presented to City Plans Panel as this is a significant application and is of a scale of development which requires a strategic overview. At present there is also a holding objection from the Environment Agency as well as the local flood Risk Management team.
- 1.2 This outline application seeks permission for up to 701 dwellings and is the southern phase of identified housing site (AV111). The northern phase of the site was referred to City Plans panel on 16th December 2016 (15/07655/OT) and the application subsequently approved in 2017. This application provided for up to 1100 dwellings, a local centre and a new school. Development has commenced to create a development platform within phase one, of this northern portion, in preparation for sale to housebuilders. No detailed reserved matters have been submitted as yet.
- 1.3 The proposal is considered to be an Environmental Impact Assessment (EIA) development and is thus accompanied by an Environmental Statement (ES). The ES provides an overview of the environmental impact of the proposals with a summary of mitigation measures proposed and contains a methodology for assessing the significance of the environmental effects and the cumulative impact. No statutory consultees have objected to the proposed form of development and as will be outlined below, officers consider this outline application can be supported subject to conditions and the S106 contributions as outlined above.

2.0 PROPOSAL:

- 2.1 As noted above this outline application proposes up to 701 dwellings and associated areas of green space, to the southern portion of Aire Valley allocation site no. 111 (AV111). The site is allocated for a mixed use development under policy AVL7 and AVL10. Access to the site will be taken from the northern portion of the allocation at two points along the boundary, providing for a main circular route through the site. Further roads spur from this main circuit, leading into a hierarchy of streets and spaces.
- 2.2 Areas of woodland are retained to the northern boundary and the south-eastern corner of the site, with roads punctuating established woodland to the north-western portion of the site. Existing woodland to the banks of the site lie outside the application boundary and informal footpath links to the established footpaths around Skelton Lake are proposed.

2.3 All matters are reserved including access. Due to the previous land uses (coal mining and fly-ash deposit) significant ground works are required to provide a development platform and these works are anticipated to take approximately 18-24 months from commencement.

3.0 SITE AND SURROUNDINGS:

3.1 The application relates to the southern portion of an allocated housing site within the Aire Valley Area Action Plan (AVAAP) and is allocated for a mixed use development under policy AVL7 and AVL10. The whole site is circa 95 ha, with the development site being approximately 24.1 ha, the residual from the previously approved 71ha to the north.

3.2 The site is an elevated plateau of grade 3 agricultural land, which has been restored to its green field nature following opencast coal mining. The whole site is bordered by Knowsthorpe Lane and J45 of the M1 to the north, the Motorway Service Area (currently under construction) and Skelton Lake to the west, the River Aire and the Aire and Calder Navigation to the south, and Skelton Grange Landfill site to the east. Land levels gradually fall through the site to the south, with the southern and western boundaries of the application site being characterised by the step banks of the restored landform. These are now covered by trees and scrub planting with informal footpaths already present at various points along the bank. The elevated nature of the land means that despite the presence of a flood risk asset to the west (Skelton Lake) and waterways to the south, the site lies within flood zone 1.

3.3 Temple Newham Park and Golf course is located to the north of the allocated site beyond the M1 Motorway. Temple Newsam is a Grade II Registered Park and Garden and includes the Grade I Listed Temple Newsam House. The estate also contains a range of other Grade II* and II Listed Buildings although the area closest to the motorway junction is excluded from the listing. The Grade II* Leventhorpe Hall is some 948 metres to the south of the site and the Grade II Newsam Green Farm and Lawn Farm House are positioned some 307 metres to the east.

4.0 RELEVANT PLANNING HISTORY:

4.1 18/06818/S106 Application to modify S106 agreement to phase payments in relation to highways infrastructure
Pending

18/02870/RM Approval of reserved matters - (layout, scale and landscaping of the site), pursuant to approval 16/02757/OT (erection of a motorway service area) (as amended by non-material amendments 17/9/00058/MOD and 17/00294/MOD) for Phase 3 (fuel filling station)
Approved

17/08429/RM Approval of reserved matters - (landscaping of the site), pursuant to approval 16/02757/OT (erection of a motorway service area) (as amended by non-material amendment 17/00058/MOD) for Phase 1 (Enabling Works)
Approved

15/07655/OT Outline planning application with all matters reserved except means of access for the creation of a new community comprising up to 1,100 dwellings, a new food store (A1) (up to 2,000sq.m) a new

local centre (A1- A5 and D1 and D2) (up to 1,300 sq.m), a new school and areas of public open space, together with the means of vehicular access at land to the east of Junction 45 and the M1 motorway and south of Pontefract Lane, Leeds

Approved

16/02757/OT Outline Application for the erection of a Motorway Service Area including means of access and: Facilities Building with viewing platform, up to 100 bedroom Hotel, Skelton Lake Visitor Centre, Fuel Filling Station, vehicle circulation and parking areas, landscaping and amenity spaces, pedestrian and cycle links, pumping station, retaining structures and associated mitigation, infrastructure and earthworks.

Approved

16/00073/FU Variation of condition 3 of application 12/03421 to extend time period for landfill operations until 17th April 2018 and restoration until 17th April 2023.

Approved

16/00065/FU Variation of condition 3 of application 12/03422 to extend time period for landfill operations until 17th April 2018 and restoration until 17th April 2023.

Approved

5.0 HISTORY OF NEGOTIATIONS:

5.1 Discussions have been held during the consideration of the application to address concerns relating to the information and data underpinning the highways analysis, provision of footpaths, the drainage strategy, layout and biodiversity. With the exception of layout these are all main material issues and are discussed in the report below. Layout is a reserved matter and the officer concerns highlighted in the report below will be addressed at that stage.

5.2 Ward members for both Garforth and Swillington (in which the development is located) and Rothwell (which lies to the immediate south) have been consulted. Councillors Dobson and Golton raised a question relating to S106 and CIL monies. It was confirmed that the development would be CIL liable, and this money would relate only to the ward in which the development was located. It is not possible to determine the exact figure at this point as the calculation is dependent upon floor space, which can only be known at reserved matters. It was also confirmed that the development would meet its own education and greenspace needs, and thus commuted sums were not anticipated. Councillor Golton has also raised concerns relating to the impact upon the Bullerthorpe Lane / Wakefield Road junction and noted that the development would have an impact upon an already dangerous junction. Concern was also raised relating to the impact of construction traffic. A response has been provided noting the request from Highway officers for a contribution towards off-site highway works and the need for a construction management plan.

6.0 PUBLIC/LOCAL RESPONSE:

6.1 The development has been advertised by Site Notice posted on 8th August 2018 and within the Yorkshire Evening Post on 3rd October 2018.

6.2 No objections have been received from members of the public. A telephone call was received from a gentleman in Oulton concerned about the impact of additional traffic on the village. In this conversation it was confirmed that vehicles would exit the development to the north and that Rothwell, Thorpe Park or Leeds were the most likely destinations for shopping and leisure.

7.0 CONSULTATIONS RESPONSES:

Statutory Consultees

7.1	Highways England	No objection subject the submission of Construction Traffic Management Plan prior to the commencement of works
	Environment Agency	Holding objection regarding the impact upon Skelton Lake and note the historic land contamination issues
	Coal Authority	No objection subject to conditions

Non - Statutory Consultees

	Flood Risk Management	Holding objection until impact upon Skelton Lake is understood and considered acceptable
	Nature Conservation	Raise concerns regarding fragmentation of woodland and impact upon Green Infrastructure Network
	Highways	Raise no objection subject to conditions and contributions toward off-site junction and traffic flow improvements at Bullerthorpe Lane/A642 and along Pontefract Lane A63
	Landscape	Raise concerns relating to loss of trees and distribution / typology of greenspace
	Children's Services	Note the need to provide a bus service to local schools prior to the provision of school places within the northern section of the site
	Canal and Rivers Trust	No objection subject to conditions to secure ground water quality
	WYCA	Note the need for bus stops provision, Residential Travel Plan Fund (RTPF) and backstop provision for shuttlebus service to Park and Ride
	Planning Policy	Note that the development of the site for housing is in accordance with the AVAAP and identify the need to comply with affordable housing policies, housing mix, GIN and identified site requirements
	Travelwise	Note the need for RTPF contributions (circa £350 000), Travel Plan, bus service contribution, and the need for cycle parking within residential plots
	Contaminated Land	No objection subject to conditions

Network Rail	No objection subject to consideration of improvements to Woodlesford Railway Station
Affordable Housing	Note the need to provide affordable housing in accordance with policy H5
Yorkshire Water	No objection subject conditions
Environmental Health	No objection subject to conditions
Environmental Studies	No objection subject to conditions and air quality payment
Conservation	No objection subject to retention of buffer trees to development edges
Historic England	No objection
Natural England	No objection
West Yorkshire Police	No objection
National Grid	No objection subject to informative re on site infrastructure

8.0 PLANNING POLICIES:

8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for Leeds currently comprises the Core Strategy (2014), saved policies within the Leeds Unitary Development Plan (Review 2006) (included as Appendix 1 of the Core Strategy), and the Natural Resources and Waste Development Plan Document (2013) including revised policies Minerals 13 and 14 (adopted September 2015), The Aire Valley Area Action Plan (adopted November 2017), and any made Neighbourhood Development Plan.

Local Planning Policy

8.2 The following Core Strategy policies are relevant to the proposal:

<u>SP1</u>	Seeks to ensure development accords with the spatial hierarchy
<u>SP4</u>	Regeneration Priority Areas
<u>SP5</u>	Aire Valley Leeds
<u>SP6</u>	Quantum and location of new housing allocations
<u>SP7</u>	Distribution of new housing
<u>SP11</u>	Transport Infrastructure Investment
<u>SP13</u>	Strategic Green infrastructure
<u>H1</u>	Housing on allocated sites
<u>H3</u>	Housing density
<u>H4</u>	Housing Mix
<u>H5</u>	Affordable Housing
<u>H8</u>	Older persons housing
<u>EN5</u>	Managing flood risk

<u>P8</u>	Sequential and Impact assessments for main town centre uses
<u>P10</u>	Seeks to ensure that new development is well designed and respect its context.
<u>P11</u>	Heritage assets
<u>P12</u>	Seeks to ensure Leeds' landscapes are protected
<u>T1</u>	Transport management
<u>T2</u>	Accessibility requirements and new development
<u>G4</u>	Onsite greenspace
<u>G6</u>	Protection of existing greenspace
<u>G8</u>	Protection of important species and habitats
<u>G9</u>	Biodiversity Improvements
<u>EC3</u>	Safeguarding Employment Land
<u>EN1</u>	Climate Change
<u>EN2</u>	Sustainable Design and Construction
<u>EN4</u>	District Heating Network
<u>EN5</u>	Managing flood risk
<u>EN7</u>	Minerals
<u>ID2</u>	Developer Contributions

The following Aire Valley Area Action Plan policies are relevant:

<u>AVL5</u>	Local job opportunities
<u>AVL7</u>	Housing and mixed use allocations (along with site specific requirements of AV111)
<u>AVL8</u>	Improving Public Health
<u>AVL10</u>	Provision of new schools
<u>AVL12</u>	Strategic Transport Improvements
<u>AVL13</u>	Green Infrastructure Network (GIN)
<u>AVL14</u>	Protection and provision of green space
<u>SG1</u>	Skelton Gate - Non Housing Uses
<u>SG2</u>	Skelton Gate - Walking and Cycling Connections
<u>SG3</u>	Retention of GIN within Site AV111

The following saved UDPR policies are also relevant:

<u>GP5</u>	Seeks to ensure that development proposals resolve detailed planning considerations, including amenity
<u>BD6</u>	Seeks to ensure that development proposals respect the scale, form and detail of the original building
<u>BD5</u>	Seeks to ensure new development protects amenity
<u>N24</u>	Development and incidental open space
<u>N25</u>	Seeks to ensure boundary treatments are appropriate
<u>N29</u>	Sites of Archaeological Importance
<u>LD1</u>	Development and landscape schemes

The following NRWLP policies are also relevant:

<u>Min 3</u>	Development proposals and surface coal
<u>Water 1</u>	Water efficiency
<u>Water 4</u>	Development in flood risk areas
<u>Water 6</u>	Flood risk assessment
<u>Water 7</u>	Surface water run-off
<u>Land 1</u>	Contaminated Land
<u>Land 2</u>	Development and Trees
<u>Air 1</u>	Air quality mitigation

Emerging Policy - Core Strategy Selective Review (CSSR)

8.3 Paragraph 48 of the National Planning Policy Framework (NPPF) makes clear that the amount of weight given to relevant policies in emerging plans relates to a) how advanced the emerging plan is, b) the extent to which there are unresolved objections to relevant policies and c) the degree of consistency of those policies with the NPPF. Taking these factors into consideration: a) the CSSR is at an advanced stage with hearing sessions concluded in February and the Inspector's Main Modifications (MMs) being issued on 10th April 2019, b) the Inspector is proposing that the MMs are those which are necessary to make the CSSR sound having had regard to all the objections to the plan, c) it follows that consistency with the NPPF has been addressed by the Inspector in her MMs.

8.4 As (MMs have now been issued by the Inspector, the CSSR can now be afforded significant weight. Those policies within it that are not subject to a MM can be afforded more weight, as it is implicit that the Inspector considers the policy sound without modification.

For the purposes of this outline application, relevant CSSR policies include:

<u>H9</u>	Minimum Space Standards
<u>H10</u>	Accessible Housing Standards
<u>EN1</u>	Climate change and carbon dioxide reduction
<u>EN2</u>	Sustainable Design and Construction
<u>EN4</u>	District Heating Network
<u>EN8</u>	Electric Vehicle Charging Infrastructure
<u>G4</u>	Revised greenspace provision

8.5 Emerging Policy – Site Allocations Plan (SAP)

Paragraph 48 of the Framework again applies to the SAP. This is at an advanced stage with the Inspector's report having now been received, and the plan due to be adopted at full council on 10th July.

DCLG - Technical Housing Standards 2015

8.6 This document sets internal space standards within new dwellings and is suitable for application across all tenures. The government's Planning Practice Guidance (PPG) advises that where a local planning authority wishes to require an internal space standard it should only do so by reference in the local plan to the nationally described space standard.

8.7 With this in mind the city council is currently progressing to adopt the national standard as part of the CSSR under new housing policy H9.

8.8 Neighbourhood Planning

Garforth Neighbourhood Forum was granted designation status in 2014 and has stated their intention to produce a Neighbourhood Plan, although no draft document has yet been produced. The application site lies outside the neighbourhood plan boundary, and thus the plan is not a material consideration in this decision.

8.9 Supplementary Planning Guidance / Documents:

SPG10 Sustainable Development Design Guide (adopted).

SPG13	Neighbourhoods for Living (adopted).
SPG22	Sustainable Urban Drainage (adopted).
SPD	Street Design Guide (adopted).
SPD	Designing for Community Safety (adopted).
SPD	Travel Plans (draft).
SPD	Sustainable Design and Construction (adopted).
SPD	Leeds Parking Policy (adopted).

National Planning Policy

- 8.10 The National Planning Policy Framework (2019) (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.
- 8.11 The introduction of the NPPF has not changed the legal requirement that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The policy guidance in Annex 1 to the NPPF is that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. The closer the policies in the plan to the policies in the Framework, the greater the weight that may be given. It is considered that the local planning policies mentioned above are consistent with the wider aims of the NPPF.
- 8.12 The PPG provides comment on the application of policies within the NPPF. The PPG also provides guidance in relation to the imposition of planning conditions. It sets out that conditions should only be imposed where they are necessary, relevant to planning and; to the development to be permitted; enforceable; precise and; reasonable in all other respects. The Neighbourhood Planning Act 2017 requires that all for all applications determined after October 2018 any pre-commencement conditions are agreed in advance with applicants.

Paragraphs 11 and 213

- 8.13 Paragraph 11 directs Local Authorities on how to make plans and determine planning applications. This states that a Local Planning Authority should determine applications in accordance with the Development Plan except for where there are no relevant DP policies or the policies which are most important for determining the application are out-of-date.
- 8.14 This paragraph also directs (footnote 7) that if a Local Planning Authority cannot demonstrate a 5 Year Housing Land Supply (5YHLS), when considering a housing scheme all most important policies should be considered 'out-of-date'.
- 8.15 In these circumstances a decision taker is told to grant permission unless:
- specific policies in the Framework provide a clear reason for refusal;
 - or the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 8.16 At present Leeds is able to demonstrate a 4.79 YHLS. This means that all the most important policies identified must be considered out-of-date. The simple fact of a policy being out-of-date does not speak to the weight that should be given to the policy. Paragraph 213 of the NPPF states that existing policies should not be

considered out of date simply because they were adopted or made prior to the publication of this NPPF. Due weight should be given to them, according to their degree of consistency with this NPPF (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

- 8.17 Leeds' Development Plan is considered to be in wholly accordance with the NPPF and thus full weight is to be given to all Development plan documents and policies, unless otherwise identified in the below appraisal.

Additional relevant Sections of the NPPF

Planning Conditions and Obligations – Section 4 (Paragraphs 54 – 57)

- 8.18 This section notes that Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations and sets out the test that these should meet.

Delivering a Sufficient Supply of Homes – Section 5 (Paragraphs 59-76)

- 8.19 Sets out the Government's objective of significantly boosting the supply of homes, identifies the need to establish and maintain a five year housing land supply, and to provide homes for all sections of the community.

Promoting Healthy and Safe Communities – Section 8 (Paragraphs 91-101)

- 8.20 Notes that planning policies and decisions should aim to achieve health, inclusive and safe communities, offering opportunities for community interaction, meeting the recreational, service, health and educational needs of communities, and provide a network of high quality open spaces.

Promoting Sustainable Transport – Section 9 (Paragraphs 102-111)

- 8.21 Notes that growth should be actively managed and be focussed to sustainable locations. Applications for development should give first priority to pedestrian and cycle movements, address the needs of those with reduced mobility and provide EVC points.

Making Effective Use of Land – Section 11 (Paragraphs 117-123)

- 8.22 Notes the need to promote the effective use of land, balancing growth with wider sustainability objectives.

Achieving Well Designed Places – Section 12 (Paragraphs 124-132)

- 8.23 Notes that the creation of high quality buildings and places is fundamental, and that good design is a key aspect of sustainable development. Planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area.

Meeting the Challenge of Climate Change, Flooding and Coastal Change – Section 14 (Paragraphs 148-165)

- 8.24 Notes that the planning system should support the transition to a low carbon future and take full account of flood risk and coastal change.

Conserving and Enhancing the Natural Environment – Section 15 (Paragraphs 170-183)

- 8.25 Sets out the need for planning policies and decisions to conserve the historic environment. Where development would cause harm to a designated heritage asset, or its setting, the impact of this harm must be weighed against the by public benefit.

Conserving and Enhancing the Historic Environment – Section 16 (Paragraphs 184-202)

- 8.26 Sets out the need for planning policies and decisions to contribute to, and enhance the natural environment, minimising the impacts upon and providing net gains for biodiversity, protecting designated habitats/sites, and ensuring that ground conditions are suitable for use.

9.0 MAIN ISSUES

- 1) Principle/Land Use
- 2) Housing Delivery
- 3) Highway Matters
- 4) Flood Risk and Drainage
- 5) Landscape Character / Landscape Quality / Heritage Assets
- 6) Visual Amenity / Residential Amenity
- 7) Educational provision
- 8) Planning Balance

10.0 APPRAISAL

Principle of Development / Land Use

- 10.1 Policy SP1 of the Core Strategy seeks to promote the most sustainable forms of development, seeking the development of brownfield land over greenfield, and adopting a hierarchical spatial approach to the location of development which promotes development in urban areas first and rural areas last. Policies SP6 and SP7 set broad targets for the quantum and distribution of housing land throughout the city, and policy H1 commits to the delivery of allocated housing sites. The adopted AVAAP and the SAP provide further detail of employment, housing and green space provision across the city as a whole.
- 10.2 The land is a greenfield site that lies outside the Main Urban Area, and thus should be of the lowest priority for development applying SP1. However the land forms part of a key strategic allocation and major housing development opportunity within the AVAAP (AV111) and is allocated for a mixed use development under policy AVL7 and AVL10.
- 10.3 The site is not at present an accessible or sustainable location. Whilst its potential road transport links are undoubtedly good and there are a range of employment opportunities along the A63, there is currently little to no public transport within the area and no access to local services, education or leisure. However, these deficits have been recognised within its allocation, and a detailed list of site requirements are provided within the AVAAP. These essentially seek to retain the positive aspects of the site (such as the Green Infrastructure Network (GIN)) and require the provision of a local centre, school, greenspace and sustainable transport measures. These also require the site to address any identified impacts upon J45 of the M1, and also

to mitigate impacts upon flood risk and amenity (in its widest sense) . Some of these site requirements are further strengthened through specific Skelton Gate policies (SG1-3), aiming to create a new community with appropriate access to services, public transport and education.

- 10.4 It is therefore clear that the principle of housing development is supported by the Development Plan, subject to the delivery of the key site requirements. The majority of the identified requirements have been met under the approved outline application for the northern portion, which provides for the master plan, school, local centre, appropriate measures to control access and other highway matters, appropriate consideration of residential amenity and consideration of heritage assets and flood risk. Other matters (such as bus stops, walking and cycling routes, and protection of J45 until improvements works are complete) have been controlled by condition, and all necessary conditions as provided for under the northern portion's outline permission would be replicated for this application.
- 10.5 The whole allocation seeks to provide circa 1800 dwellings, with the 701 proposed under this application being the residual amount from the approved 1100 on the northern site. It is therefore still necessary that this application has due regard to all those site requirements which affect residential development, as well as the impact upon the GIN and heritage assets. These are explored in more detail below, however it is considered that these site requirements are met, or are capable of being met at reserved matters stage. As such it is considered that the principle of development can be accepted.

Housing Delivery

- 10.6 Housing Delivery is a key material consideration. The NPPF (section 5) requires that Local Planning Authorities maintain a sufficient amount of variety of land so that housing can come forward where it is needed, and that the needs of groups with specific housing requirements are met. Within this context the size, type and tenure of housing needed for different groups should be assessed and reflected in policies including (among others) those who require affordable housing, older persons, people with disabilities and travellers. Planning policies should also identify a supply of specific, deliverable sites for a period of five years (the 5YHLS).
- 10.7 Policies H1, H2, H4, H5 and H8 of the Core Strategy as well as emerging policy H10 all seek to provide a sufficient supply of dwellings that reflect identified housing need, including provision of affordable housing, accessible dwellings for those with physical needs and older persons housing.
- 10.8 Policy H1 is a strategic policy which seeks to provide the overall quantum of land and as discussed above (para 10.1) the development is in accordance with this policy.

Density and housing mix

- 10.9 Policy H3 (density) and H4 (housing mix) seek to promote the efficient use of land and ensure that a range of housing typologies are provided within major developments. The development is best located as a Fringe Urban area, and thus a minimum density of thirty-five dwellings per hectare should be achieved; the development achieves approximately twenty-nine dwellings per hectare. This policy however is a relatively crude tool and does not take account of site specific constraints, nor the need to ensure well designed and spatially appropriate layouts. The AVAAP has considered the housing site in more detail and suggests that 1800 dwelling are achievable on the site overall, which takes into account constraints such

as the presence of wooded areas that should be retained. As noted above this application represents the residual 701 of an approximate 1800 dwellings under the site allocation and, as such, the density of twenty-nine dwellings is considered to be an appropriate figure and represents a balance between the efficient use of land and the need to ensure a well-designed layout that retains natural features.

- 10.10 Policy H4 requires development to include an appropriate mix of dwellings and includes the below table providing the preferred housing mix.

Table H4: Preferred Housing Mix (2012 – 2028)			
Type*	Max %	Min %	Target %
Houses	90	50	75
Flats	50	10	25
Size*	Max %	Min %	Target %
1 bed	50	0	10
2 bed	80	30	50
3 bed	70	20	30
4 bed+	50	0	10

- 10.11 As the application is outline the overall housing mix is unknown at this stage. A condition will be applied that requires any subsequent housebuilders to comply with Policy H4, and this will ensure that the development accords with the development plan in this regard.

Affordable Housing

- 10.12 Policy H5 states that the council will seek affordable housing provision on site. The development lies within zone 2 and thus 15% provision is required. The developers are aware of this policy requirement and are committed to meeting this, and this matter will be addressed through the S106. As the application is in outline the exact location and form of any affordable housing cannot be known, however any subsequent reserved matters application will need to provide housing of an adequate standard and to have units pepper-potted through the development.

Older Persons Housing and Accessible Housing

- 10.13 Policy H8 notes that developments of over fifty dwellings or more are required to make a contribution to supporting the needs of Independent Living, this policy is also supported by paragraph 61 of the Framework and the PPG guidance on 'Housing for Older and Disabled People' (26 June 2019). It goes on to note that housing aimed at elderly or disabled people should be located within easy walking distance of town or local centres or have good access to a range of local community facilities. The site at present does not have access to facilities, however these are to be delivered on the northern portion, and thus ultimately the site will have good access to a small local centre. A condition will be applied that requires any subsequent housebuilders to comply with Policy H8, and this will ensure that the development accords with the development plan in this regard.
- 10.14 Emerging CSSR Policy H10 requires that developments provide accessible housing, i.e. that which is adapted / adaptable to the needs of disabled persons. The policy makes reference to the standards as set out within the Building Regulations, but put simply requires that thirty percent of dwellings on the site are accessible at ground floor, and two percent of dwellings are fully accessible.

- 10.15 H10 is an emerging policy under the CSSR and thus does not yet carry full weight. However the very advanced nature of the CSSR means the policy can be given very significant weight; the more the plan advances through the adoption stages the more weight this policy must carry. As the policy is likely to be adopted at the time reserved matters applications are considered it is appropriate to impose a condition to ensure that subsequent housebuilders comply with Policy H10, and this will ensure that the development accords with the development plan in this regard.

Five Year Housing Land Supply

- 10.16 As noted within the policy section above Leeds at present cannot demonstrate a 5YHLS; at the date of writing this report the deliverable figure is 4.79 years. This is therefore a deficit of 0.21 years. This deficit is a material consideration that must be considered when assessing housing schemes. However, the level of deficit impacts on the reduction in weight to be given to policy conflicts relating to housing delivery. Case Law is also relevant to this matter and this establishes that the quantum of deficit, its likely duration and the steps the Local Planning Authority are taking to address the deficit are all relevant.
- 10.17 As noted above the current deficit is approximately 0.21 years; this is a very modest deficit. At the point the SAP is adopted (expected to the 10th July 2019) the Council will be able to demonstrate a housing land supply surplus; thus this deficit is anticipated to last only a matter of days at the point of this report's publication. Furthermore the Council has made a concerted effort over a number of years to pursue a range of strategies aimed at stimulating housing growth, and these have been positively commented upon by Inspectors and the Secretary of State in appeal decisions.
- 10.18 As such, the current modest deficit should not result in unduly reduced weight being given to housing policies of the Core Strategy and CSSR.

Housing delivery and the Development Plan

- 10.19 The development is in accordance with policies H1, H3, H4, H5, H8 and Emerging Policy H10. As such it is considered that the proposal complies with the overall aims and intentions of the strategic housing policies of the Development Plan.

Highways and Transport Matters

- 10.20 Policy T2 of the Core Strategy requires that development proposals adequately address highway safety and accessibility. These policies are in accordance with section 9 of the NPPF which promotes sustainable transport.
- 10.21 Highways England, local Highway officers and Councillor Stuart Golton have raised concerns relating to the impact of the development upon off-site junctions and traffic flow. Highways England have been largely concerned with the operation of J45 of the M1, with local highway officers also identifying concerns with the Bullerthope Lane / A642 junction upon which the development would have a cumulative traffic impact, and traffic flows on the A63 Pontefract Lane (which in turn affect the operation of the M1 junction).
- 10.22 Following further modelling work Highways England are content that there will be no harmful impact upon J45 and the operation of the strategic motorway network, subject to a condition requiring submission of a Construction Traffic Management

Plan prior to the commencement of works. Local Highway officers are now also content with the impact upon offsite junctions, subject to a contribution via s106 agreement of £250 000 toward improvements to the Bullerthorpe Lane/A642 Wakefield Road junction, and a further £50 000 towards a scheme to mitigate the development's impact on queuing on the A63.

- 10.23 The provision of internal access points and access roads does not form part of the detailed consideration of this application, and thus is a matter that will be conditioned. However, the indicative master plan identifies the two required access points into the northern part of the site linking with a through road on the approved housing site, and highway officers are content that the levels within this portion of the site are appropriate for a suitable access road. Consideration of parking provision is a detail that will be dealt with at reserved matters stage, and provision of EVCs, retention of parking and cycle storage within plots will be conditioned.
- 10.24 AVAAP policy SG2 seeks to ensure adequate provision of walking and cycling opportunities within the development site, and this is also supported by policy AV10. The submitted parameters plan identifies retention of the informal footpath links which have been established along the banking. These will give access from the housing development to the leisure and commuting routes to the west and south, and thus help to encourage walking and cycling within the wider area. A segregated cycle route into the northern phase of the development stretching to the school and local centre will also be conditioned in order to provide a safe route for pedestrians and cyclists to access these services.
- 10.25 It is noted that Network Rail have suggested the development will have an impact upon Woodlesford Station and have requested monies to upgrade facilities in mitigation for this impact. Network Rail are not in this instance a statutory consultee, and WYCA are the relevant body who would provide any response in relation to impacts upon public transport and suggest required contributions / improvements to provision as appropriate. The Network Rail request has been discussed with WYCA who consider that the development is unlikely to lead to a significant impact upon the station. The station is essentially a commuter link into Leeds (Leeds-Sheffield line) and thus anyone wanting to drive to the station would be required to exit north of the site onto the M1, travel south to junction 44, turn east and drive away from Leeds, through Rothwell and into Woodlesford before reaching the station, essentially a 4 mile drive away from their intended destination. Those wishing to cycle to the station face a shorter journey along the canal tow path of approximately 1.5 / 2 miles, however this is again in the wrong direction for Leeds and is in part uphill. The city itself lies approximately 3.5m away, and thus if travelling either by car or bike, making the trip directly into Leeds rather than travelling via Woodlesford station is the more likely choice. It is also noted that those wishing to use sustainable transport methods will also be served by the proposed bus link to the Park and Ride at Temple Green. Thus there are a range of travel options which are more convenient than taking the train from Woodlesford. WYCA have written to Network rail asking them to provide further details on the impact they envisage, any proposed mitigation they may have in mind and the likely cost of these mitigation works. To date no response has been received and thus it is not considered that the request for general monies to mitigate an unquantified impact is justified.
- 10.26 The development does include sustainable travel measures, in particular a shuttlebus link to the Temple Green Park and Ride. This was secured within the S106 for the northern phase of development and is to be provided at the developer's cost for a period of ten years. It is considered that the level of contribution initially requested is sufficient to provide for the extended route, although it will still be

necessary for the developers to provide the necessary bus stop infrastructure and thus this will be included within the conditions / S106 for this portion of the development.

- 10.27 Thus, subject to the offsite highway works prior to first occupation, and detailed consideration of all other highway matters at reserved matters stage, the development is considered to comply with the aims and intentions of the development plan in respect of highway safety, accessibility and sustainable travel.

Drainage and Flood Risk Management

- 10.28 As noted above, the site is elevated above Skelton Lake, the River Aire and the Aire and Calder Navigation. Whilst the site is in flood zone 1 (lowest risk of flooding) there are nonetheless significant bodies of water to its boundaries, and in the case of Skelton Lake this is a flood risk asset that acts as a large balancing pond for water from the Wyke Beck and Colton Beck. At present the drainage strategy for the site is still in negotiation.

- 10.29 As initially submitted it was proposed to discharge surface water into Skelton Lake without any form of on-site attenuation. This proposal was accompanied by a Flood Risk Assessment with modelling that demonstrated this would result in a green-field rate of run-off. The EA is currently reviewing this model and has issued a holding objection (supported at a local level by FRM colleagues) until the discharge rate can be established. Whilst flood risk is clearly a key consideration, the EA note within their response that a green-field run off rate into the lake is acceptable, and thus the only matter outstanding is the technical method which will allow this green-field rate to be secured. If the submitted modelling is found to be acceptable then no on-site attenuation is needed and the submitted drainage strategy is acceptable. If on site attenuation is needed then a revised drainage strategy (including the approved northern portion of the site) will be proposed which seeks to throttle Colton Beck and manage its discharge into the Lake. The exact nature of any on site attenuation is as yet unknown, but the flow rate of the beck may be reduced, or attenuation tanks used. The Environment Agency and the developers are content that a strategy to ensure a green field run-off rate is achievable on site, should this be needed. It is further consideration of this matter for which Members are requested to defer and delegate the decision back to officers. An approval would only be issued in the event that the objections from the Environment Agency and local Flood Risk Management colleagues were resolved satisfactorily. Thus subject to clarification of the drainage strategy the development is considered acceptable in this regard.

Landscape Character / Landscape Quality / Heritage Assets

- 10.30 Section 12 of the NPPF highlights the importance of good design, and paragraph 127 provides a series of principles that should be followed to ensure developments are of good quality. Authorities are encouraged to refuse “development of poor design that fails to take the opportunities available for the improving the character and quality of an area and the way it functions. Policy P10 of the Core Strategy seek to ensure that new development is of high quality and is appropriate to its context whilst policy P12 seeks to protect the character, quality and biodiversity of Leeds’ townscapes and landscapes. Section 13 of the NPPF requires the protection of heritage assets and this is replicated within policy P11 of the Core Strategy. In order to be acceptable development should not harm either the landscape or heritage value of an area and these will be discussed in turn.

Landscape Character

- 10.31 As outlined above the site lies close to Skelton Lake and the main river and canal corridors of south Leeds, both of which are key recreation areas. The waterways to the south include the Transpennine Trail, a key national cycle and pedestrian route that runs across the north of England. The M1 motorway is visible to the west and the industrial and employment areas of Stourton and Skelton lie beyond. The wider landscape is thus semi-rural land within the wider urban fringe of south-east Leeds.
- 10.32 The site is clearly visible within the surrounding landscape, being an elevated plateau above the lower land surrounding the water bodies. It presents as a steep bank with lightly wooded sides through which informal footpaths and mountain bike tracks have been created. Although the land is wooded with lower lying scrub (which has clear habitat value) it is not of significant visual quality. Thus for its immediate context the main function of the site in landscape terms is in ensuring that the amenity areas of the lake, river and canal retain an appropriate setting and that the quality of these is not degraded through becoming overly urbanised.
- 10.33 The development of the site for housing will undoubtedly alter the character and quality of the land, changing it from a semi-rural environment of agricultural fields, to a relatively dense urbanised housing estate. However whilst this change will result in some harm to the semi-rural character of the wider area from the crucial areas around the water bodies this change will not be overly perceptible. The steep gradient of the land and the retained woodland to the edges of the site will largely screen the housing development from public points of view. The development will be perceptible, particularly the roof space of any taller three storey blocks, however this is not considered to be overall harmful, particularly when the wider context of the area is taken into account, which includes the elevated and highly visible M1, and the industrial estates of Stourton to the west.

Landscape Quality

- 10.34 Policies G8 and G9 of the Core Strategy, Saved UDP policy LD1 as well as Land 2 of the NRWLP all seek to ensure that Leeds's landscapes, green infrastructure and biodiversity are protected and enhanced. Policy SG3 within the AVAAP specifically requires the retention of the existing green infrastructure within the Skelton Grange site. The application broadly retains these areas and thus is compliant with policies that seek to protect landscape quality. This said, there is change being proposed to the linear tree belt that runs east-west through the northern portion of the site. This is being punctured by new internal access roads to allow entry into a portion of the site that is wholly surrounded by vegetation. Concern has been raised by the Nature Conservation officer as these incursions will sever established habitats and interrupt foraging / commuting routes for wildlife. Whilst this concern is understood it is again noted that the roads are to provide access to a portion of land that is wholly surrounded by vegetation. The proposed access roads through the east-west tree belt represent the least harmful incursion, as this severs the narrowest of the tree belts. There is thus some conflict identified with the biodiversity policies of the Plan.
- 10.35 However, whilst some harm will therefore occur this has been kept to a minimum and some degree of mitigation can be provided in the form of robust landscaping scheme. Further mitigation in respect of biodiversity will be required, however the exact nature and extent of this cannot be established until reserved matters stage, when detailed layouts and landscaping scheme must be provided.

Heritage

- 10.36 As noted above, the wider site context includes a number of listed buildings, with the most significant being the Registered Park and Garden and Grade I listed house of Temple Newsam. S72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a statutory duty upon the decision maker to pay special attention to the desirability of preserving or enhancing the character or appearance of listed buildings. In such cases, it is necessary to have special regard to the desirability of preserving the building or its setting or any feature of special architectural or historic interest which it possesses. This statutory framework is reinforced by the NPPF at Section 12. Core Strategy policy P11 reflects this special duty and seek to ensure that development is appropriate to its context and preserves the city's heritage assets.
- 10.37 The Registered Park and Garden and Grade I listed house of Temple Newsam (and the golf course to its south) is elevated above the application site, and some long distance views from the parkland will be possible. However the development is situated in a semi-rural context within the wider urban fringe of Leeds. The development of the site will extend the urban fringe by small degree, but will not fundamentally alter the character and landscape form as viewed from the north, particularly given that the northern phase of the development is located between the Parkland and the application site. Historic England have raised no objection to the proposal and local Conservation officers are content that the setting of heritage assets as viewed from the south can be adequately secured through the retention of the woodland buffers to the site edges which is a matter that would be addressed when considering layout and landscaping at reserved matters stage. As such it is not considered that there will be harm to a heritage asset, subject to the resolution of landscaping details at the reserved matters stage
- 10.38 There is therefore some modest harm to the existing character of the site, and the quality and biodiversity of landscape features within the site. There is thus modest conflict with policies G9 of the CS and SG3 of the AVAAP. No harm has been identified in respect of the protection of the historic environment.

Layout / Visual Amenity / Residential Amenity

- 10.39 It is also important to consider the architectural and spatial character of the proposed development. Although the application is only in outline, an indicative master plan has been submitted which identifies a hierarchy of streets and spaces and seeks to demonstrate that the development can deliver up to 701 dwellings. This master plan is only indicative however it is clear from the submitted information that the development is likely to be relatively dense, with areas of open space largely provided by the existing woodland and GIN areas. There are also concerns with some elements of the indicative layout, which show rear gardens abutting roads which will potentially result in high close boarded fencing along road edges, and could result in gardens that are dominated by traffic noise / fumes.
- 10.40 While these concerns are noted, this site is a key strategic allocation, the delivery of which (at the identified capacity of approximately 1800 dwellings) will significantly help to establish a 5YHLS for the city. Such a number of units will result in a development which is denser than would normally be seen within a site that abuts the Green Belt and has a semi-rural context, however the application is also close to the expanding urban fringe of Stourton / Skelton. In addition, layout is a reserved matter and detailed consideration of the placement of roads and development blocks will be addressed at reserved matters stage. Also at this stage, the detail of garden sizes, room sizes, provision of accessible dwellings and consideration of overlooking, over dominance and overshadowing will be considered. A condition ensuring

compliance with policy H9 will also be applied to ensure dwellings meet the minimum space standards within the emerging CSSR.

- 10.41 There are however two key considerations which relate to future residential amenity which must be resolved at this outline stage. The first is the impact of the road network to the west and north of the site (including the MSA) and the second is the adjacent Skelton Grange Landfill site.
- 10.42 The road network and the MSA will have significant noise impacts for sections of the site and will also affect air quality. These matters have been considered within the submitted information and Environmental Studies colleagues and Environmental Health colleagues are content that specified mitigation measures (such as triple glazing and acoustic ventilation) will ensure an adequate standard of amenity. The motorway is clearly audible at present, and its impact upon garden areas will be harder to screen, although the placement of dwellings to the perimeter of the site, behind the existing landscape buffer, with the gardens thus set as far away as possible from the road will help to limit the noise impacts as far as is practicable.
- 10.43 The adjacent landfill site could similarly affect air quality, have noise impacts and result in odour. The landfill site is currently at the end of its lifespan and is moving toward its restoration period. At present the only waste which is permitted to be delivered to the site is inert waste (which will gradually infill the hollow around the waste transfer building) and green waste which is composting in winnows to the very east of the site for use in the restoration of the site. Even though activity associated with the site will gradually lessen over time, the gas engines located to the north-western portion of the landfill site will continue to be present for decades as the waste within the site continues to decompose and degrade. The final phase of filling within the landfill site occurred within its south-western area, which is that nearest to this portion of the application site. There will therefore be activity associated with its capping and restoration and it is recommended by consultees that no dwellings are occupied within 250m of the landfill site until no waste is imported into the site (2023) and a condition to this effect will be imposed. Conditions seeking to establish noise levels across the development will also address the on-going impact of the gas engines and establish appropriate mitigation measures.

Educational Provision

- 10.44 Policy AV10 requires a school to be delivered on the site. As noted this is to be provided on the northern portion of the site under the approved application 15/07655/OT. As there is no education provision within an easily accessible distance of the site the school will be required from the occupation of the first dwelling. However, the site is not just remote from school provision, but also many other services and other housing. As such it is only pupils from within the development site that will attend the school. This however has a clear consequence, as there does need to be a 'critical-mass' of pupils before it is viable to deliver a school, as it is simply not possible to build, fit out and staff a school for only a handful of pupils.
- 10.45 The 'critical-mass' is considered to be 300 units, the S106 relating to the northern portion prevents occupation of more than 300 units prior to the delivery of the land for the school. The S106 also makes provision for a contribution of approximately £3.2 million toward a new primary school which will be paid in instalments from occupation of the 300th - 900th dwelling. The S106 also requires the developer to fund travel arrangements to off-site schools for those children living within the development before on-site education provision can be implemented.

- 10.46 It is considered unlikely that the housing currently being considered under this application will be delivered before that within the northern portion of the site for the simple fact that access into the southern portion is reliant upon road infrastructure within the northern portion. However, the above arrangements will be replicated in the S106 in order to safeguard against the possibility of a significant quantum of housing being delivered without the necessary supporting infrastructure.

Sustainability and Carbon Reduction

- 10.47 It is important that development proposals incorporate measures to reduce the impact non-renewable resources, particularly in light of the climate change emergency declared by Full Council on 27th March 2019. Policies EN1, EN2 and EN4 of the Core Strategy as well as emerging policy EN8 seek to reduce carbon consumption, energy and water usage in new developments, and to reduce vehicle emissions.
- 10.48 Core Strategy EN1 requires all developments of 10 dwellings or more to reduce the total predicted carbon dioxide emissions and provide a minimum of 10% of the predicted energy needs of the development from low carbon energy. EN2 seeks to limit water consumption to 110l per person per day, and EN4 seeks to promote connection to the District Heating Network.
- 10.49 The Sustainability and Energy Statement submitted to accompany the previous application for the northern portion of the site has been included with this application. This document identifies the relevant strategic issues, including matters such as the waste hierarchy, and commits the development to considering matters such as using energy from renewable sources, reducing household waste, energy efficient dwellings, measures to reduce water consumption, measures to reduce reliance on the private car and biodiversity mitigation. There is limited detail within the document, which is to be expected at outline stage, and conditions will be imposed to ensure compliance with EN1, EN2, EN4 and emerging policy EN8 (EVCs) which will then be addressed in detail at reserved matters. It is also noted that air quality colleagues have requested a mitigation payment for the impact of the development (circa £426 075. It is likely that the cost of providing residential metro cards (£350 500) and other sustainable travel measures such as EVC's will exceed this calculation and thus the development will adequately offset its identified cost to air quality.
- 10.50 As such it is considered that the development complies with the Development Plan in respect of sustainable construction and low carbon measures.

11.0 CONCLUSION

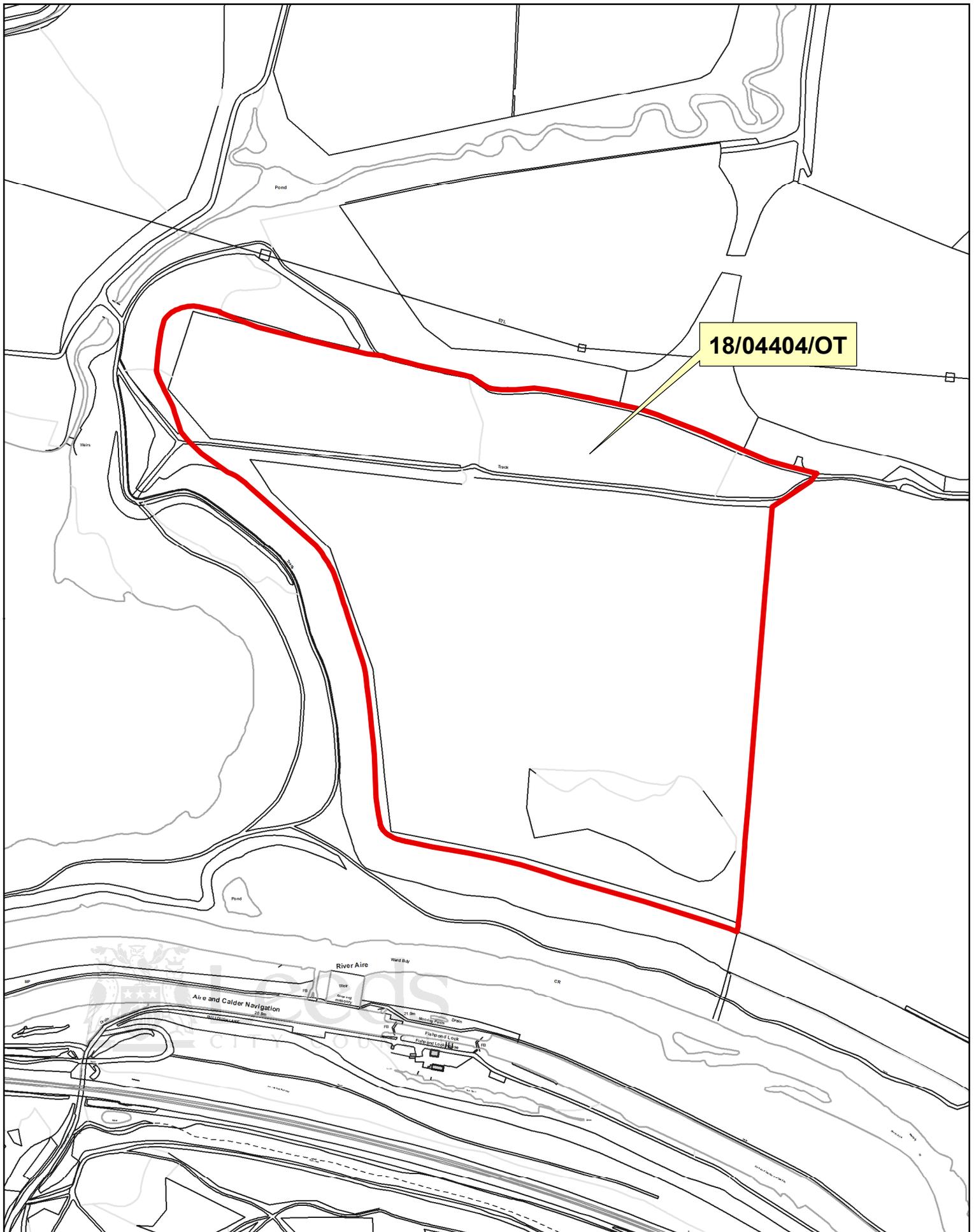
The 'Tilted Balance' and the overall planning balance

- 11.1 At the time of writing Leeds is unable to demonstrate a 5YHLS. The NPPF directs that where an authority is unable to demonstrate a 5YHLS, the 'tilted balance' is engaged and there is the presumption in favour of sustainable development. This is such that planning permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 11.2 As discussed above the principle of the development is supported by existing and emerging policies, and the provision of housing on an allocated site attracts very significant weight.

- 11.3 The development commits to providing an acceptable quantum of affordable housing, and is capable of delivering older persons dwellings, accessible dwellings and providing an adequate standard of residential amenity (with mitigation measures identified). The application will provide safe access, and provides for all strategic sustainable and public transport measures. The development will have an impact upon off-site junctions and off-site traffic flows, however this impact can be mitigated by the implementation of appropriate improvement schemes, towards which the developer is contributing. These are neutral matters which do not weigh either for or against the proposal.
- 11.4 The development will result in the loss of some strategic green infrastructure and cause some harm to the semi-rural setting of the site and its surroundings. These elements conflict with policy requirements and this conflict attracts moderate weight.
- 11.5 It is thus considered that applying the 'tilted balance', the application should be recommended for approval as the adverse impacts of the scheme do not significantly and demonstrably outweigh the benefits of housing delivery. In the event that the 'tilted balance' does not apply because Leeds is able to demonstrate a 5YHLS, it is considered that the slight policy conflicts identified do not outweigh the benefits identified in the above report. As such the application is recommended for approval subject to the conditions and s106 planning obligations outlined at the header of this report (and others that may arise as appropriate).

Background Papers:

Application files 18/04044/OT and submitted Environmental Statement
Certificate of ownership: Certificate B signed by the agent



18/04404/OT

CITY PLANS PANEL

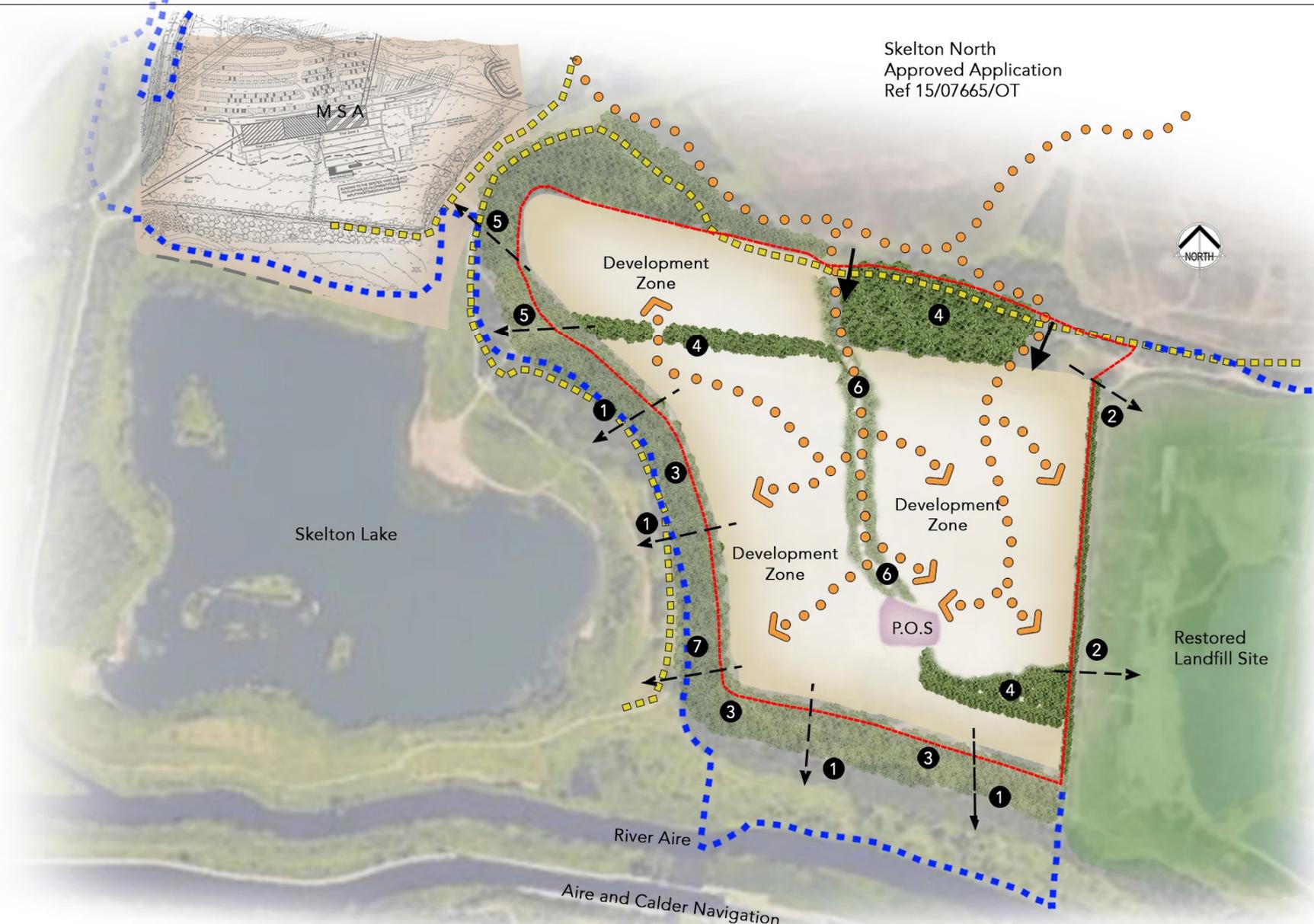
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SCALE : 1/5000



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Works and materials must comply with the current building regulations and other applicable standards and codes of practice and be subject to building specifications and other applicable information. All material are to be supplied in accordance with the information set out in the Bill of Materials.



- | | | |
|--|---|--|
| <p>1 Opportunity for visual connections across the valley (south & west)</p> <p>2 Future opportunity for connection to Public Open Space on restored landfill site</p> <p>3 Existing tree belt on steeply graded boundary</p> <p>4 Existing tree belt retained as natural buffer</p> | <p>5 Existing unofficial P.R.O.W to remain as existing</p> <p>6 Proposed boulevard and greenway connection to provide wildlife corridor opportunities</p> <p>7 Stepped pedestrian access down to P.R.O.W</p> | <p> Public Right of Way</p> <p> Proposed Connection Route (subject to Reserved Matters App. / details)</p> <p> Fixed Access Point to South Zone</p> <p> P.O.S Public Open Space</p> <p> Ownership Boundary</p> |
|--|---|--|

Rev	Description	By	Chkd	Date

Client
TEMPLE GATE DEVELOPMENTS LTD.

Project Title
SKELTON GATE SOUTH LEEDS

Drawing Title
PARAMETERS PLAN

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