



Report of the Chief Planning Officer

SOUTH & WEST PLANS PANEL

Date: 28th November 2024

Subject: 23/04830/FU Erection of a part 6 storey, part 4 storey, building comprising 19 apartments (Class C3) and commercial space (Class E) with associated parking, landscaping, and ancillary facilities at Land East Of Owlcotes Lane And South Of Woodlands Road, Stanningley, Pudsey, Leeds

APPLICANT

Anlaby Office Cleaning
Services Ltd

DATE VALID

14th March 2023

TARGET DATE

13th Feb 2024

Electoral Wards Affected:

Calverley & Farsley

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

APPROVAL subject to conditions specified below and also the completion of a Section 106 agreement to include the following obligations:

Offsite greenspace contribution in the sum of £23,511.70, towards greenspace enhancements within the Calverley & Farsley Ward to be agreed by Parks & Countryside along with ward members.

£30,000 towards a Traffic Management Scheme/TRO to adjacent streets to be agreed by Highways officers and ward members.

15% Affordable Housing provision subject to initial on-site delivery and uptake by a registered provider with a fallback of an off-site commuted sum calculated on the basis of submitted robust evidence should there be no uptake.

In the circumstances where the Section 106 has not been completed within 3 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. Standard time limit of 3 years to implement**
- 2. Plans to be approved**
- 3. Sample materials to be submitted**
- 4. Vehicle spaces to be laid out, surfaced and drained prior to occupation**
- 5. Provision for contractors and Statement of Construction Practice**
- 6. Specified off-site highways works and S278 requirements**
- 7. On-site gym to remain ancillary for use by residents**
- 8. Cycle/Motorcycle facilities to be provided prior to occupation**
- 9. Highway condition survey**
- 10. Electrical vehicle charging points**
- 11. Waste collection provision**
- 12. No access from Woodlands Road**
- 13. A drainage scheme (ie drainage drawings, summary calculations and investigations) detailing the surface water drainage works is to be submitted to and approved in writing by the Local Planning Authority prior to first occupation**
- 14. Temporary drainage measures during construction**
- 15. Full details of hard and soft landscaping scheme including boundary treatments, materials, planting specifications, species and Implementation details prior to occupation.**
- 16. Details of a Landscape Management Plan and Objectives**
- 17. Replacement Trees**
- 18. Internal noise mitigation measures and validation confirmation to be provided**
- 19. Submission of phase II site investigation and remediation strategy**
- 20. Details of any amended remediation or unexpected contamination**
- 21. Submission of verification reports**
- 22. Compliance with EN1 and EN2 prior to occupation**

INTRODUCTION:

- 1.** The application is submitted seeking consent for a new residential development of nineteen dwellings. The application is brought before Plans Panel at the request of Cllr Andrew Carter who raises concerns regarding design in relation to the massing and bulk of the proposed block, a lack of external amenity space and highway safety concerns in relation to additional vehicle movements, congestion, insufficient parking and rat-running. The request meets the scheme of delegation criteria as outlined within the Plans Panel Protocol and thus is reported to South & West Plans Panel.
- 2.** A letter of support has been received from Cllr Peter Carlill which outlines he supports the re-development of a brownfield site given a demand for smaller properties within the ward along with the development creating local employment opportunities through the coffee takeaway, subject to ward members being involved in further discussions surrounding the S106 monies for traffic management in the vicinity.

PROPOSAL:

3. This application seeks to create a new residential development of 19 apartments (C3) comprising of the following schedule of accommodation,
 - 9 x 1-bedroom apartments (2 person)
 - 8 x 2-bedroom apartments (4 person)
 - 2 x 3-bedroom apartments (5 person)
4. The building will create a part six storey part four storey structure with integral parking accessed via an undercroft from the highway along with an internal area of amenity space. The six-storey element will be located to the southern portion of the site, closest to New Pudsey Station, with the four-storey element to the northern portion, closest to existing residential properties.
5. The development incorporates a coffee shop takeaway (Class E) outlet to the ground floor, adjacent Owlcotes Lane, along with a gym area serving the development.
6. The development sees the creation of associated parking facilities providing 10 vehicle spaces, including a disabled parking bay, with access taken from Owlcotes Lane and new footways proposed along the site frontage. Cycle parking will also be provided for residents and visitors within both blocks.

SITE AND SURROUNDINGS:

7. The site is 0.38 of an acre in size and consists of a brownfield area of land formerly used for car parking, un-allocated within the Site Allocations Plan (SAP). New Pudsey Station lies to the south, separated by the railway line itself, with vehicular and pedestrian access taken from Owlcotes Lane existing bridges with wider links from Owlcotes Road to the main Ring Road (A647).
8. Woodlands Road abuts the northern boundary with residential terrace properties beyond consisting of liner rows of two storey housing with on-street parking. Dawsons Corner is located beyond with the main roundabout connecting Bradford Road, Ring Road Pudsey (A647) and Ring Road Farsley (A6120).
9. Commercial properties are located to the east of the site including the Pure Agency offices (marketing) and Woodland Spares (vehicle parts) with other large commercial buildings beyond housing other manufacturing and industrial uses.

RELEVANT PLANNING HISTORY:

Planning applications:

10. None

Pre-applications:

11. None

HISTORY OF NEGOTIATIONS:

12. The application has been the subject of negotiation since initial submission given the concerns raised by local residents and ward members. Initially consent was sought for a 6-storey development of 34 apartments and a coffee shop. This raised significant concerns given officers considered the overall size, scale and massing of the building created visual harm and an overly dominant impact both within the street scene and upon neighbouring residential properties. In addition, the quantum of apartments was considered excessive given the constrained nature and limited

size of the site thus highway safety concerns were raised regarding vehicle movements and parking.

13. Meetings have been held with the agents and ward members to discuss general concerns raised regarding design concerns, highway safety impacts, traffic generation and vehicle movements along with landscaping measures and access rights. Further meetings were then held with the agents and the LPA Design Team to discuss amendments and changes to the overall layout, size, scale and finishes of the building. This has resulted in the amended proposals before members thus now create a scheme of 19 apartments, coffee takeaway outlet, undercroft parking, landscaping and ancillary gym set over a split height of 4 to 6 storeys.

PUBLIC/LOCAL RESPONSES:

14. The application was advertised as a major development. Site notices were posted around the vicinity of the application site and to neighbouring streets on 29th November 2023 and the application has been publicised via newspaper advertisement within the Yorkshire Evening Post on 5th December 2023.
15. A total 64 representations have been received which consist of 60 objections, 2 letters of support and 2 general comments including an objection from Cllr Andrew Carter and a letter of support from Cllr Peter Carlill.
16. The received objection comments raise the following concerns with the proposed development,
- Highway Safety
- Adverse highway safety impacts through additional vehicle movements and traffic generation
 - Adverse highway safety impacts given the existing surrounding highway is constrained with issues of queuing during peak times associated with New Pudsey Station.
 - Limited parking provided for the development.
 - Issues with “rat running”.
 - Increased activity during construction, movement of HGVs and construction traffic along with access for such vehicles.
 - Refuse collection leading to further congestion and issues.
 - Issues regarding ownership, private access and access rights.
- Design, Scale and Mass
- Concerns with the height, bulk and mass of the proposed development within the context of the area.
 - Overshadowing created by the height of the development.
 - Development appears out of place.
- Privacy
- Proposals will lead to issues of overlooking.
 - Overlooking from proposed balcony areas
- Amenity Space & Landscaping
- Limited external amenity space for residents

CONSULTATION RESPONSES:

14. Statutory Consultees:
None
15. Non-Statutory Consultees:
Environmental Health (Noise) – No objections subject to conditions

Environmental Health (Pollution) No objections subject to conditions
Yorkshire Water – No objections
West Yorkshire Archaeology Archives– No objections
Contaminated Land – No objections subject to conditions
Flood Risk Management – No objections subject to conditions
West Yorkshire Police – No objections
Influencing Travel Behaviour – No objections
Design Team – No objections subject to conditions
Highways – No objections subject to conditions and S106 Agreement

RELEVANT PLANNING POLICIES:

16. Relevant Legislation

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 of the Core Strategy as amended by the Core Strategy Selective Review (2019), Site Allocations Plan, as amended (2024), Natural Resources and Waste Local Plan (NRWLP) (2013) including revised policies Minerals 13 and 14 (2015), Aire Valley Area Action Plan (2017), saved policies of the UDPR (2006) and any made Neighbourhood Plan.

NATIONAL PLANNING POLICY & GUIDANCE

17. National Planning Policy Framework (NPPF) – 2023

The National Planning Policy Framework (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.

The most relevant chapters of the NPPF in relation to the proposed development are considered to be:

2. Achieving sustainable development
4. Decision Making
5. Delivering a sufficient supply of homes
8. Promoting healthy and safe communities
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well designed places
14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment.

18. National Planning Policy Guidance (PPG)

The Planning Practice Guidance (PPG) provides commentary 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.

LOCAL PLANNING POLICY & GUIDANCE

19. Core Strategy as amended (2019)

The following Core Strategy (CS) policies are relevant:

Spatial Policy 1 - Seeks to concentrate the majority of new development within the main urban areas and ensure that development is appropriate to its context,

H2 - New housing development on non-allocated sites

H3 – Housing density

H4 - Housing Mix

H5 – Affordable Housing

H9 - Minimum Space Standards for new dwellings

H10 - Accessible Housing Standards

P10 - Seeks to ensure that new development is well designed and respects its context

P12 – Landscape

T2 - Seeks to ensure that new development does not harm highway safety.

G1 - Enhancing and extending green infrastructure

G4 – Green space provision

G8 - Protection of important species and habitats

G9 - Biodiversity improvements

EN1 - Climate change – Carbon Dioxide reduction

EN2 - Sustainable Design and Construction

EN5 - Managing Flood Risk

EN8 – Provision of electric vehicle charging points

ID2 – Planning obligations and developer contributions

20. Unitary Development Plan Review (2006)

Unitary Development Plan (UDP) saved policies of relevance are listed, as follows:

GP5 - General planning considerations

N25 – Development and site boundaries

BD4 – Plant equipment and service areas

BD5 - Design considerations for new builds.

LD1 - Landscape design

21. Natural Resources and Waste DPD

The Natural Resources and Waste Local Plan (NRWLP) sets out where land is needed to enable the City to manage resources, e.g. 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 are as follows:

General Policy 1 - General planning considerations

Water 6 - Flood Risk Assessments

Water 7 - Surface Water Run Off

Land 1 - Land contamination

Land 2 - Development and trees

22. Supplementary Planning Guidance / Documents:

- Transport SPD (2023)
- Neighbourhoods for Living SPG (2003)
- Neighbourhoods For Living Memoranda to 3rd Edition (2015)
- Guideline Distances from Development to Trees (2011)

- Accessible Leeds SPD (2016)

OTHER RELEVANT MATTERS:

23. Climate Change

The Council declared a climate change emergency on 27th of 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. The NPPF makes clear 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. As part of the Council's Best City Ambition, the Council seeks to deliver a low-carbon and affordable transport network, as well as protecting nature and enhancing habitats for wildlife. 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.

24. Public Sector Equality Duty

The Equality Act 2010 requires local authorities to comply with the Public Sector Equality Duty. Taking into account all known factors and considerations, the requirement to consider, and have due regard to, the needs of diverse groups to eliminate discrimination, advance equality of opportunity and access, and foster good relations between different groups in the community has been fully taken into account in the consideration of the planning application to date and at the time of making the recommendation in this report.

In this instance it is considered that the proposals do not raise any specific implications in these respects and therefore it is not considered that a full Equality, Diversity, Cohesion and Integration Impact Assessment (EDCI) is required.

25. **MAIN ISSUES:**

- The principle of the development
- Character and appearance
- Housing Mix
- Affordable Housing / Viability
- Green Space
- Residential amenity
- Ecology and Landscaping
- Highways considerations
- Climate Change Mitigation
- Accessible housing / Access for all
- Other Matters
- Representations
- Conclusions

APPRAISAL:

Principle of development

26. The site is not allocated for any particular form of development within the Site Allocation Plan and thus is not protected nor earmarked for a specific form of development.
27. The site is considered to constitute previously developed land and is located within the main urban area of Leeds which is situated at the top of the defined settlement hierarchy within the Core Strategy (Policy SP1) and is considered to be the main focus for housing delivery within the city.
28. Policy H2 of the Core Strategy states that new housing development on non-allocated land is acceptable in principle providing that specific criteria are met. It is not considered the proposals for 19 residential units, coffee shop takeaway and ancillary uses exceed the capacity for transport as required by Policy H2. Furthermore, the site is located within a highly sustainable location close to New Pudsey Station and benefits from good accessibility to a range of local community facilities and services. The site is also situated close to good bus links into Farsley, Stanningley and Pudsey Town Centres along with direct bus services into the City Centre along B6157 and Ring Road.
29. The application site is located within Flood Zone 1 and there have been no records of any recent flooding within the property or adjacent areas. An initial review has also identified that there are no known flood risks which require specific mitigation and would impact on the proposed development.

Character and Appearance

30. Policies within the Leeds development plan and the advice contained within the NPPF seek to promote new development that responds to local character, reflects the identity of local surroundings, and reinforce local distinctiveness. The NPPF states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. It is therefore fundamental that new development should generate good design and respond to the local character. The NPPF (Paragraph 139) goes on to state that 'development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design...' However significant weight should be attributed to development which reflects local design policies and government guidance on design and well as outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in the area, so long as they fit in with the overall form and layout of their surroundings.
31. Policy P10 of the Leeds Core Strategy deals with design and states that *inter alia* alterations to existing, should be based on a thorough contextual analysis and provide good design that is appropriate to its location, scale and function. Developments should respect and enhance, streets, spaces and buildings according to the particular local distinctiveness and wider setting of the place with the intention of contributing positively to place making, quality of life and wellbeing. Proposals will be supported where they accord with the principles of the size, scale, design and layout of the development and that development is appropriate to its context and respects the character and quality of surrounding buildings; the streets and spaces that make up the public realm and the wider locality.
32. The development has been significantly amended after advice provided to the applicant by design officers the initial scheme was considered of an excessive size, scale and massing in relation to the context of the area which sees predominately

two to three storey linear forms of terrace housing along with two to three storey commercial buildings. The amended scheme reduces the overall internal gross floor area from approximately 3500sqm to 2400sqm.

33. The proposals create a residential block which is set over a split level consisting of part 4 part 6 storey when including the integral parking and undercroft area within the site. The building appears as five storey structure to the frontage on Owlcotes Lane with the rear element to the east sloping downward hence being 6 storey overall. The buildings height responds to the topography of the site, considered visually graded, and its existing surroundings in that the larger six storey element is set to the southern portion of the site, closest to New Pudsey Station, stepping down to four storeys at the northern portion closest to Woodlands Road and the terrace properties adjacent.
34. This stepped approach and amended, lower, height is supported by design officers in that it is considered to respond to the site's context addressing previous concerns of an overly dominant form of development. The site itself lies within a basin at a lower level to the A647 Pudsey Ring Road to the east along with that of Woodlands Avenue, Back Woodlands Avenue, Woodlands Terrace and Back Woodlands Terrace to the north which slope upwards toward the B6157 Bradford Road, as does the upper extent of Owlcotes Lane. This change in topography is considered to provide a degree of natural screening from the higher elements with the majority of properties to the north having ground levels which are elevated compared to the application site.
35. The proposals adopt a contemporary design whilst utilising materials which are considered sympathetic to the existing street scene and wider area. The width of the building has been significantly reduced through design advice now elongated to draw views down Owlcotes Lane. The mass of the building is broken by the application of a mixed palette of materials which are considered to create visual interest. The building features a red and buff facing brick which will be installed in a mix of alternate courses including vertical soldier coursing between each window level. The upper floor of the larger 6 storey element features a standing seam roof finished in an anthracite grey which provides a contrasting element to further break up massing.
36. The proposed windows feature a vertical emphasis which is supported by design officers with the proposals seeking to utilise a high quality, thin, aluminium frame set in to provide a shadow line and further visual break. Each apartment features a contemporary private balcony to provide an external space for occupants finished with a high level glass façade. The proposed large windows and balconies provide natural surveillance of the surrounding areas and an active frontage which includes the ground floor coffee takeaway unit whilst the proposed external brick, railing topped, retaining wall to Owlcotes Road provides defensible space set back from the footpath.
37. Conditions are attached which require samples and details of the proposed external walling and roofing materials including window specifications and finishes to be submitted and approved by the LPA prior to installation on site to ensure a high quality finish.
38. Overall, the proposed scheme is considered to be acceptable. Whilst the scale and height of the scheme, in part, is greater than the surrounding development, it is not considered to result in any visual harm. Consequently, the proposal is not considered to be detrimental to the character and appearance of the locality in line

with the requirements of Policy P10 of the Core Strategy, Policies GP5 and BD5 of the UDPR, and guidance contained within Councils Neighbourhoods for Living and the NPPF.

Housing Mix

39. Policy H4 of the Core Strategy sets out the housing mix (number of beds) requirements for new housing developments within Leeds. The policy seeks to ensure that new housing delivered in Leeds is of a range of types and sizes to meet the mix of households expected over the Plan Period (i.e. it meets the needs of Leeds). The proposed housing mix has been compared against the preferred housing mix of Policy H4 below:

Type of Dwelling	Number of dwellings proposed	Proposed Mix	H4 Target	H4 Min	H4 Max	Meets H4
1 Bed	6	31.5%	10%	0%	50%	YES
2 Bed	11	57%	50%	30%	80%	YES
3 Bed	2	10.5%	30%	20%	70%	NO
4 + Bed	0	0%	10%	0%	50%	NO
Total	19					

40. The table above indicates that the proposed housing mix for 1 and 2 bedroom units comply with the requirements. However, 3-bedroom provision is below the policy requirement as is 4 bedroom provision. Given the scheme has been significantly amended to reduce numbers in order to address design issues and highway safety concerns the proposed mix reflects smaller 1, 2 and 3 bedroom properties with capacity for larger 4 bedroom units limited due to the physical size and constraints of the site. In addition, the number of units has been proposed to ensure the development is financially viable whilst balancing parking demand and thus is, on balance, considered acceptable in this regard.
41. Policy H2 of the emerging Neighbourhood Plan also requires residential developments to provide a mix of dwelling types and sizes, in particular reflecting local need. As noted above the scheme seeks to provide a mix of 1, 2 and 3 bedroom units. It is noted that all the units can be rented or sold privately which is considered to be acceptable in this instance.
42. For these reasons the proposals are, although strictly not compliant with housing mix requirements, on balance considered to provide a good mix of unit sizes with the delivery of additional housing within the Calverley & Farsley ward considered to contribute towards wider housing supply as required by the LPA housing delivery targets.

Affordable Housing

43. Policy H5 of the Core Strategy requires residential developments to deliver affordable housing provision, commensurate to the scale of the development. The site is situated within Affordable Housing Market Zone 2 which requires a 15% provision.
44. Given the 15% requirement on the basis of 19 units the scheme is expected to deliver 2.85 units on the basis of 1.71 units at intermediate and 1.14 social rented. This provision is to be rounded up to 3 units in total.

45. The above delivery is subject to a section 106 agreement with requirements that, given the limited total number of affordable units (3), if no uptake is demonstrated by the applicants after the required robust evidential test set out in Policy H5 an off-site commuted sum will be provided in lieu.

Green Space

46. Policy G4 of the Core Strategy requires residential developments to provide new green space commensurate to the number and units size of the residential development proposed. It usually expected that this new green space is provided on site.
47. The development seeks to create 19 new apartments consisting of 1, 2 and 3 bedroom dwellings equating to a requirement of 559sqm of new green space. Given the constrained nature of the site and limited developable area delivery of 19 units would not be possible if on-site provision was provided with the Core Strategy (G4) outlining that off-site delivery is possible in lieu of the form of a commuted sum.
48. On the basis of the proposed development this equates to an off-site contribution totalling £23,511.70 which will be secured via a section 106 agreement. The sum is to be spent on greenspace enhancements within the Calverley & Farsley Ward subject to consultation with Parks & Countryside and ward members.
49. A small external area of private amenity space will be delivered as part of the design for use by residents of the development with provision for soft landscaping, seating and interactive features secured by way of the landscaping conditions suggested.
50. Overall, the delivery of 19 units along with the area of on site amenity space and off-site commuted sum is considered to provide an adequate level of green space provision and mitigation for the development in quantitative terms. As such the proposed development is considered to comply with the requirement of Policies G4 and P10 of the Core Strategy, subject to the completion of the section 106 agreement.

Residential amenity

51. Core Strategy Policy P10 and saved UDP policy GP5 note that development should protect amenity whilst policy BD5 notes that “all new buildings should be designed with consideration given to both their own amenity and that of their surroundings”. The NPPF (paragraph 135), states decisions should ensure that developments create a “high standard of amenity for existing and future users”.
52. The residential terrace properties located to the north of the site to Woodlands Avenue and Woodlands Terrace are orientated from west to east, with their main aspects facing east. This orientation addresses each highway and thus does not directly overlook nor face the application site to the south which is further separated by Woodlands Road thus any views of the site and the proposed development would be limited preserving existing outlook.
53. Given the development site is separated from any residential properties to the north any impacts of overshadowing are considered limited. Woodlands Road provides a physical gap of approximately 10 meters from the side gables of the nearest properties on Woodlands Avenue, Back Woodlands Avenue and Woodlands

Terrace again with each property either featuring a solid side gable or having a small secondary window facing the application site.

54. Properties to Woodlands Grove and Back Woodlands Grove are orientated north to south and thus opposite to the neighbouring streets. The properties to Back Woodlands Grove are situated approximately 30 meters from the northern boundary of the site with properties on Woodlands Grove approximately 50 meters away. This is considered sufficient distance to prevent any issues of over dominance or overshadowing with further screening and separation provided by the existing garages and trees to the south of Back Woodlands Grove.
55. The main aspects of the proposed building face Owlcotes Lane and Woodlands Road. These elevations provide the frontage to the development with main habitable rooms allowing outlook over the surrounding highway which provides separation from the surrounding residential properties. The building has been amended to be set back into the site from these sides and additional landscaping is to be provided in the form of street trees, planting and a brick boundary wall, providing further screening and separation thus protecting neighbouring amenity.
56. The area to the rear of the site is occupied by commercial uses including the Pure Agency with a car park providing separation from the site boundary and the frontage of the Pure Agency building, afforded little weight in terms of amenity. Landscaping will also be installed to the rear boundary to provide a buffer and screening thus softening the appearance of the development from this side. It is acknowledged the shape of the site and boundary create a pinch point within the centre of the larger six storey block in that 5.0m is retained from the rear of the block at this specific point. However, this increases to 18.0m toward the rear of the parking spaces and 12.0m toward the front of the larger block which is considered sufficient distance to mitigate issues of overlooking. Furthermore, the area beyond the rear boundary is a car park, serving the Pure Agency, afforded limited weight in terms of amenity, and given this development comes forward first, preventing the re-development of this site solely on that basis would be considered unreasonable considering the wider benefits of additional housing supply when weighed against the limited harm. It is also noted that the northern, four storey, block located closest to the eastern boundary with the Pure Agency is orientated from north to south and thus the main aspects do not directly overlook the site.
57. All of the proposed 19 residential units would meet the minimum space standard requirements set out within Policy H9 of the Core Strategy. The ceiling heights will also be above the minimum standard to improve natural light, ventilation and thermal comfort. Each of the residential units has an external balcony area and as such the proposal will provide a good level of amenity for the future residents.
58. Overall, the proposal is not considered to result in any undue amenity concerns for neighbouring occupants whilst providing compliant internal space requirement for future residents in line with the requirements of Policies H9 and P10 of the Core Strategy, Policy GP5 of the UDPR and guidance contained within the NPPF.

Ecology and Landscaping

59. Policy G9 seeks to ensure development will demonstrate that there will be an overall net gain for biodiversity commensurate with the scale of the development, including a positive contribution to the habitat network through habitat protection along with the creation and enhancement of habitat.

60. The development site is currently a vacant parcel of land with little value consisting of an area of hardstanding. A BEMP has been submitted by the applicant which outlines the current area, due to its nature, has a very low baseline of 0.08%, in essence zero baseline units. The development will significantly increase the baseline by 130.4% totalling a gain of 0.17 habitat units through the proposed planting and landscaping measures. For these reasons the development accords with Policy G9 of the Core Strategy.
61. New landscaping measures are proposed through an indicative landscaping scheme which sees the introduction of street trees and defensible planting to the site's boundaries through new hedgerows and heavy standard tree planting. Both soft and hard landscaping measures including planting, boundary treatments and on-going maintenance and monitoring are to be controlled by way of a suitably worded condition which seeks to ensure measures are agreed prior to first occupation of the properties. For these reasons the proposals are considered to accord with Policy P12 of the Core Strategy.

Highways Considerations

62. The site is within an established residential area, with access to local amenities and public transport facilities located within walking distance. New Pudsey train station is also within walking distance along with a number of bus stops to the surrounding highway network. The site meets the accessibility standards set out at appendix 3 of the Core Strategy under policy T2.
- Access
63. The revised scheme seeks to establish the proposed access via Owlcotes Lane, which is considered acceptable in principle, will remove redundant access, and dropped kerbs around the site whilst providing a full height footway. A 2.0m wide footway is proposed along the site frontage on Owlcotes Lane, which would require land to be dedicated to highways and potentially an Approval in Principle (AIP) to be established for the proposed retaining wall that would support the highway/footway. In addition, a dropped kerb pedestrian crossing with tactile paving will be required at the site access and crossing the junctions leading to Bradford Road. These works would form part of the required S278 Agreement and subject to implementation are acceptable. A condition which requires these works to be fully delivered prior to first occupation of the development is to be attached.
64. Highways officers acknowledge there are currently issues with traffic using the adjacent residential streets as a short cut to avoid the queues from Owlcotes Lane whilst signals are red. This is particularly the case for traffic exiting the A647 and New Pudsey train station. As the development will generate additional traffic, these issues are likely to be exacerbated. The adjacent streets are narrow in nature, with pinch-points due to on-street parking that would affect the free flow of traffic. Following consultation with traffic management, a point closure on Woodlands Road and the adjacent streets may be required. This would be promoted together with the use of one-way systems, build-outs, and Traffic Regulation Orders (TROs). Any traffic measures would be subject to consultation with residents, businesses and landowners along with local ward members. Therefore, a S106 contribution of £30,000 is required to develop and implement a traffic management scheme. This mitigation, as part of the proposed development, is considered to benefit existing residents, future residents of the site and users of the proposed café to ensure an improved flow of traffic and prevention of rat running.

65. Refuse collection will take place via the proposed refuse store close to the site access on the Owlcotes Lane junction. Kerbside collection in this location is considered acceptable.
- Parking
66. The revised scheme shows a total of 10 car parking spaces. When viewed in conjunction with the proposal to create 19 units this equates to a parking provision of 53% to the which is considered acceptable owing to the highly sustainable location of the site.
67. On-street parking surveys have been undertaken for the surrounding streets. It is demonstrated that whilst there is some capacity, some streets are at a high demand including Woodlands Avenue and Woodlands Terrace. The traffic scheme that is currently being developed and would be funded by the development (as part of the S106 Agreement) would include the necessary measures / TROs to manage and mitigate the impact of any parking overspill associated with the development and thus the proposed mitigation measures are considered acceptable with a view to improving the current situation.
68. Electric vehicle charge points will be delivered as part of the development which are acceptable in principle. The details of the proposed EV points are to be secured by the suggested condition, including the power supply and charging points location.
69. The revised lower ground floor plan, as part of the amended scheme, also now shows a disabled parking space, which is acceptable.
70. Revised cycle storage details are also acceptable with provision for 2-tier racks providing the development with sufficient storage. A condition is suggested for the long-stay and short-stay (for visitors) cycle parking to ensure sufficient provision for both occupants of the development and visitors, including those to the coffee takeaway.
71. A Transport Statement has been submitted in support of the revised scheme. The presented trip rates and trip generation associated with the development are considered acceptable. It is acknowledged that the coffee takeaway would operate as a facility for passing footfall associated with the train station along with serving occupants of the development and thus is not expected to draw trips from the wider area.
72. The proposed gym would be used by residents of the development with a condition attached which ensures it remains ancillary to the use of the residential development, preventing its use as a separate standalone business thus limiting demand and separate trips.
73. As part of the development of the site any construction traffic would need to be routed via the A647 Ring Road off-slip, on to Owlcotes Lane and exit northwards toward Bradford Road. There would also be the need for a condition that requires a construction and environmental management plan to ensure works are carried out in a suitable manner to avoid adverse amenity impacts upon residents such as excessive noise, dust and mud on the highway and permitted working hours.
74. In summary, no significant highway impacts are anticipated as a result of the development, subject to the planning conditions and S106 clauses recommended by the Highways Officer. As such the proposal is considered to comply with the

requirements of Policy T2 of the Core Strategy and guidance contained within the Transport SPD and NPPF.

Climate Change Mitigation

75. Leeds City Council has declared a Climate Change Emergency. Planning policies within the Development Plan seeks to address this issue by ensuring that developments incorporate measures to help reduce the impacts on climate change. In particular, Policy EN1 of the Core Strategy requires residential developments to achieve reduced predicted carbon dioxide emissions as well as provide a minimum of 10% of the predicted energy needs of the development from low carbon energy. Policy EN2 requires major residential developments to meet a water standard of 110 litres per person per day, where feasible. Furthermore, Policy EN8 of the Core Strategy requires the installation of Electric Vehicle Charging Points (EVCP) commensurate to the scale of the development.
76. The applicants have provided a Sustainability Statement and Energy Statement which outlines that the development will introduce a range of measures including improved U-values of the external envelope and glazing, improved air permeability of the envelope, improved efficiency of space heating, cooling and hot water, the use of heat recovery for mechanical ventilation system and the use of energy efficient lighting to save Carbon Dioxide emissions. Conditions are attached which require details and specification of specific measures, including evidence of testing and commissioning, prior to first occupation to ensure compliance with policies EN1 and EN2 of the Core Strategy.

Accessible Housing

77. Policy H10 of the Core Strategy relates to accessible housing standards. The policy requires new residential developments to include the following proportions of accessible dwellings:
- 30% of dwellings meet the requirements of M4(2) volume 1 of Part M of the Building Regulations 'accessible and adaptable dwellings'.
 - 2% dwellings meet the requirement of M4(3) of Part M volume 1 of the Building Regulations 'wheelchair user dwellings', wheelchair adaptable or accessible dwellings.
78. The proposal incorporates 19 apartments which meet the requirements of Policy H10.

Other Matters

- Drainage
79. A Flood Risk Assessment and Drainage Strategy has been supplied by the applicant. The Flood Risk Management Team accept that the application site is located in Flood Zone 1 and not at risk of any critical flood risks that require specific mitigation. The proposed drainage strategy is also considered to be acceptable subject to planning conditions.
- Contamination
80. A Phase 1 Desk Top Study has been submitted by the applicants which outline further investigation is needed via a Phase II Site Investigation. Contamination details are required prior to commencement with further requirements for any remediation

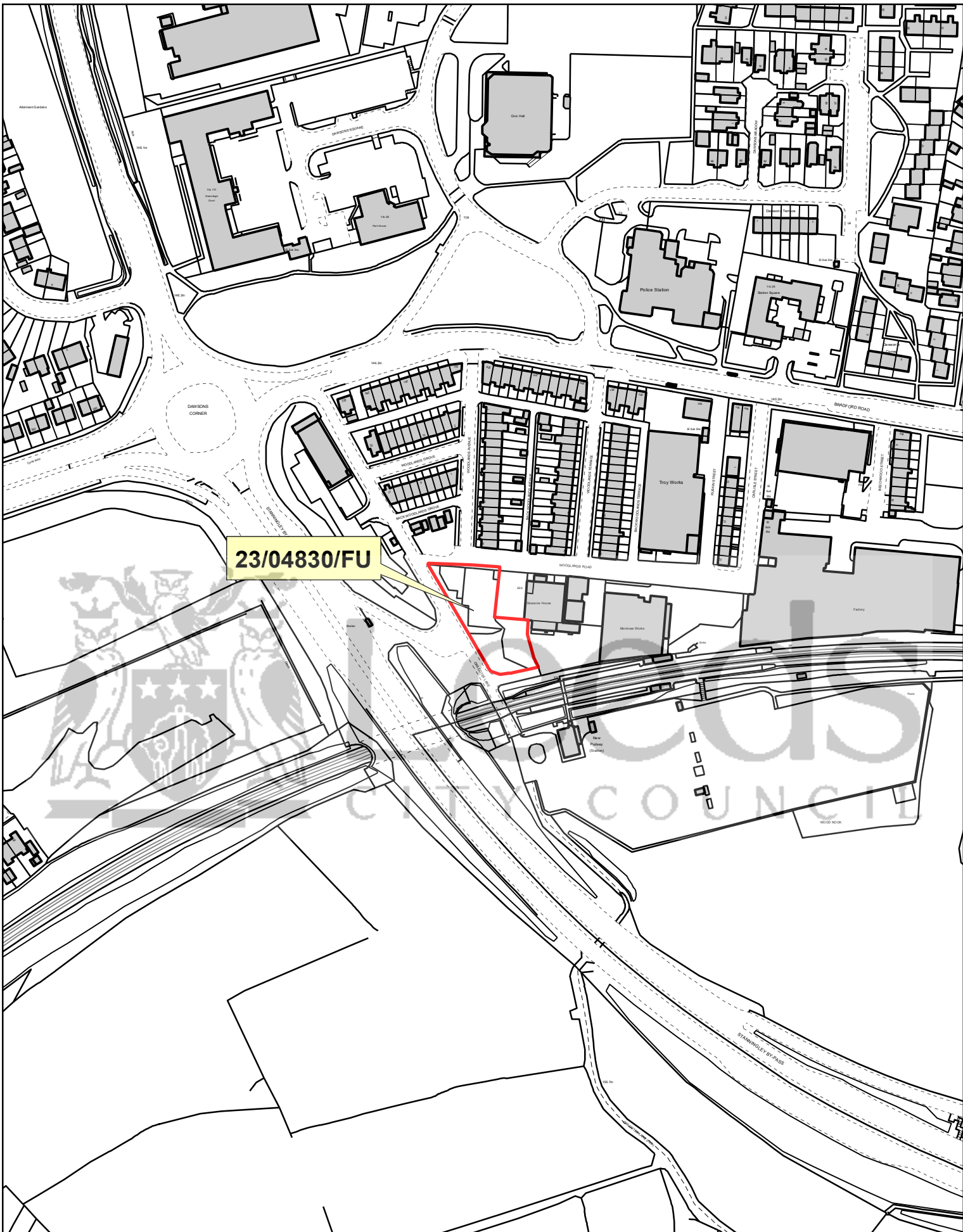
measures or unexpected contamination controlled by way of appropriately worded conditions.

- Representations

81. A total of 64 representations have been received. The majority of issues raised include those relating to highway safety, design and amenity impacts including dominance and overshadowing. It is considered the comprehensive report above addresses these concerns whilst outlining considerations made by officers on each of the matters.

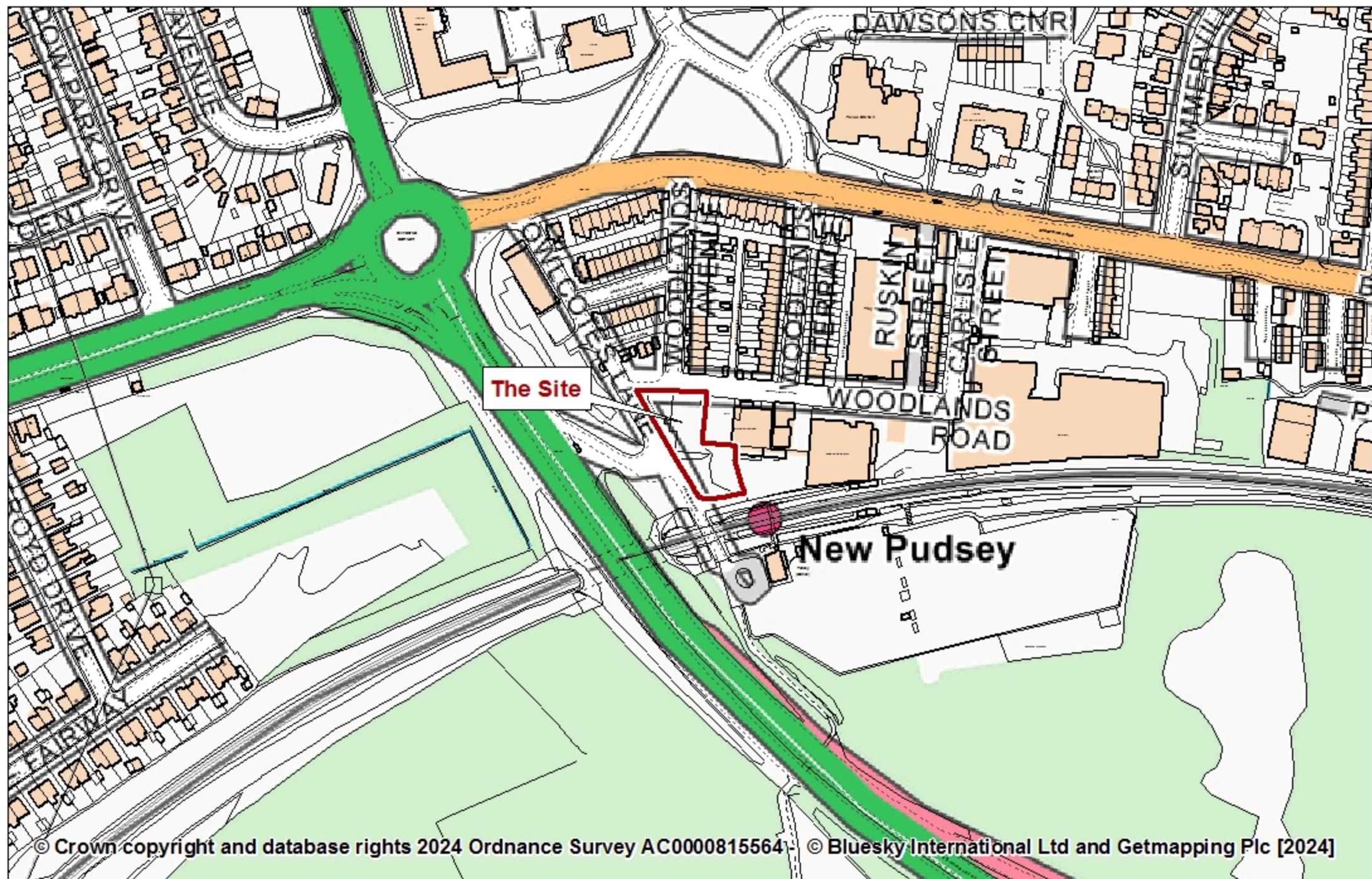
Conclusions

82. The proposed scheme will provide a significant number of planning benefits including the regeneration of a brownfield site, provision of 19 new homes to the housing supply, provision towards off-site greenspace, new tree planting, biodiversity net gain and a building which incorporates zero/low carbon technologies above the policy requirements. The development also gives rise to no significant concerns in relation to its impact on design and character, residential amenity for both existing and future residents, accessibility, highway safety, or ecology subject to the aforementioned conditions and section 106 agreement mitigation measures. As such the application is acceptable and is recommended for approval.



SOUTH AND WEST PLANS PANEL





PLANS PANEL PRESENTATION

SCALE 1:2500



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