



## Report of the Chief Planning Officer

### *PLANS PANEL EAST*

Date: 16<sup>th</sup> June 2011

**Subject: APPLICATION 11/01244/OT Outline Application for development of non food retail units, 2 car showrooms, ancillary food kiosk with associated access roads and landscaping at Land On Gelderd Road And Ring Road Beeston**

#### **APPLICANT**

Penegon Netherlands BV -  
Mr J Hobbs

#### **DATE VALID**

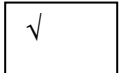
13.04.2011

#### **TARGET DATE**

13.07.2011

#### **Electoral Wards Affected:**

**Beeston & Holbeck**



Ward Members consulted  
(referred to in report)

#### **Specific Implications For:**

Equality and Diversity

Community Cohesion

Narrowing the Gap

### **POSITION STATEMENT;**

**For Members to note the content of this report and provide comments and feedback to Officers on the principle of the proposed development, and the landscape and design issues as set out in the report.**

#### **1.0 INTRODUCTION:**

This application is a major application for development of a large site at a strategic location on a primary route into the city. It is therefore considered that the application should be determined by the Plans Panel and Members views are therefore sought at an early stage in the application process before the application is brought to Plans Panel for determination.

#### **2.0 PROPOSAL:**

The application is an outline proposal with all matters reserved however the applicant is required to specify the amount of development proposed and this is as follows;

- Non food bulky goods retail units (5, 580 sq.m gross floorspace, 3, 906 sq.m net).
- 2 car show rooms units (2, 601 sq.m in total)
- Trade counters, Use Class B8 (465 sq.m)
- Ancillary kiosk unit, A1/A3 (165 sq.m)

An indicative layout is submitted which indicates that the units could be laid out with a car showroom at the corner of Gelderd Rd and Beeston Ring Road, with a second car show room and trade counters behind this. In the north eastern corner of the site the indicative layout shows the non food retail units running along the northern boundary and western boundary in an inverted L shape, with service road behind along the eastern boundary.

In terms of parking provision, the indicative layout shows 210 vehicle display spaces, and 406 staff and customer parking spaces.

Two access points into the site are indicated from Beeston Ring Road and Gelderd Road.

### **3.0 SITE AND SURROUNDINGS:**

The site is approximately 4 hectares in size located at the corner of Gelderd Road and Beeston Ring Road opposite the Porsche Garage. The site is a cleared and vacant brownfield site and has previously been occupied by car show rooms as well as a bus depot.

To the north of the site is the railway line and embankment, to the east of the site are industrial buildings.

The Wortley Beck runs through the site and is mainly culverted. The site lies within Flood Risk Zone 3.

### **4.0 RELEVANT PLANNING HISTORY:**

21/211/00/FU - Change of use of industrial unit to storage and distribution unit with ancillary sales. Approved 19.01.2001

21/140/95/FU - Alterations and new car showroom to form 3 car dealerships. Approved 01.12.1995

H21/39/92 - Alterations and first floor extension to form offices, to coach station and garage. Approved 16.06.1992

H21/390/91 - Detached prefabricated office unit to coach terminal. Approved 04.02.1992

H21/387/91 - Alterations and extension, to form store, bodyshop and preparation bay to rear of coach terminal. Approved 20.02.1992

H21/354/80 - Detached 2 storey offices with toilets, store, and strong room, and with 40 car parking spaces, to coach depot. Approved 15.09.1980

### **5.0 HISTORY OF NEGOTIATIONS:**

Pre application discussions have taken place between officers and the developer with regard to the principle of the mix of uses and consideration of the retail issues.

## **6.0 PUBLIC/LOCAL RESPONSE:**

Site notices were posted on 21.04.2011 and an advert was placed in Leeds Weekly news. The publicity period expired 19 May 2011 and to date, no representations have been received.

## **7.0 CONSULTATIONS RESPONSES:**

### **Statutory:**

#### **Environment Agency**

Objection in the absence of acceptable flood risk assessment which does not adequately address the requirement for flood emergency planning including flood warning and evacuation. The submitted FRA recommends provision of a flood warning scheme. The EA confirm that there is potential for applicant funded flood forecasting and warning systems however insufficient information is submitted to demonstrate how a suitable warning scheme will be implemented. With peak flood depths on site up to 1.5m it is imperative that the development is not permitted if there is a possibility that the flood warning service will not be provided. The Environment Agency have therefore advised that the following matters relating to the flood warning scheme need to be included in a s106 legal agreement;

- Applicant to provide funds for the telemetry kit and its installation - estimated cost £7k (timing for provision to be confirmed);
- Applicant to provide funds for the ongoing maintenance of the telemetry - estimated at £2.5k a year - a commuted sum would probably be the favoured approach calculated on the basis of the lifetime of the development (60years) (timing for provision to be confirmed);
- Applicant to finance the flood forecasting model for Wortley Beck (if EA has not already programmed/undertaken this work between times - timing for provision to be confirmed);
- No units should be occupied until the telemetry is installed and is able to provide at least a basic flood warning service;
- The S106 should include a covenant that requires the occupants of the units to sign up the approved site evacuation plan and to the EA Flood Warning Service (when available) prior to and throughout their occupation of the site.
- Provision for the EA to enter the land to undertake any work connected with the equipment, installation, and future inspections, maintenance and/or replacement of the equipment. The Land owner should covenant not to interfere with the equipment.

#### **Coal Authority**

The coal authority advise that further investigation is needed prior to commencement of development and any remedial work to treat areas of shallow mine workings should be carried out prior to commencement of development. Conditions are recommended.

#### **Health and Safety Executive**

There is a standard objection from the Health and Safety Executive as the site is within the blast zone of a major hazardous installation license - British Oxygen Co Ltd. However land registry checks show that there has been a change in ownership

and therefore it is considered that the hazardous substances consents at the site have been automatically revoked and the HSE has been informed and we are awaiting confirmation from them that this is the case and that the objection will therefore be automatically withdrawn.

### **Highways**

Off site highway works are proposed as part of the development to widen the carriageway on Gelderd Road on its approach to the junction with Beeston Ring Road. The proposal will provide for two 3.5 m wide lanes on the southbound approach and the lengthening of the merge lane on the north bound exit arm to improve traffic flow through the junction.

The proposed vehicular accesses are acceptable, however consideration should be given to providing separate pedestrian accesses particularly to and from the adjacent bus stops. It is also recommended that provision for a pedestrian crossing on Gelderd Road should be provided as part of the off site highway works prior to first occupation of the development.

The width of the footways outside the retail units where the concentration of pedestrians would be the greatest should be increased to accommodate pedestrians, bollards, displays, etc and crossing points across the internal access roads provided. Vehicles from Ring Road Beeston attempting to park adjacent to Unit 4 would be required to make a tight 180 degree turn (opposite non food retail unit 1).

The servicing is proposed off the service road itself which could cause congestion/ obstruction of the service road as it is considered to be too narrow to accommodate vehicle movement as well as unloading and loading and therefore either needs to be widened or laybys provided.

Tracking is needed for the junction of the access road from Beeston Ring Road and the spine road outside Unit 1 to determine if a HGV can negotiate this junction on leaving the site and tracking is required to show servicing of the kiosk.

The UDP Guidelines for car parking numbers is:

Major Comparison Retail Developments at 1 space per 25 sq. m. =248 spaces

With regard to the car showrooms, there is no set number. However, the following guidelines have been used on other sites within the District:

1 space per 5 external display spaces = 42

1 space per 50 sq. m. of showroom = 55

3 spaces per MOT bay/Service bay = 63

The total maximum car parking spaces therefore should be 408. 406 car parking spaces are proposed which is slightly below the maximum number recommended in accordance with the UDP Guidelines and is acceptable in principle. However the layout needs to be amended to address the issues raised and demonstrate that this will not substantially reduce the provision of car parking ratio below the maximum recommended, this needs to be addressed before the application can be supported.

A condition would be required to restrict mezzanine floorspace.

### **Non-statutory:**

**Land drainage** – Supports the conclusions of the Environment Agency and their final approval of the FRA. The existing drainage system of the site must be verified

before final design of a drainage scheme to confirm the rate of discharge and any necessary attenuation storage

Land contamination – The proposal is for low vulnerability end uses. Intrusive site investigation required prior to commencement of development. Conditions recommended.

Public Transport Contribution – Proposed development will generate a large number of trips, a proportion of which will have to be accommodated on the public transport network. Therefore in accordance with the SPD a contribution of £150, 400 towards public transport improvements should be sought prior to occupation of the A1 units (discounting previous uses, out of peak hours trips and the contribution towards bus stop improvements requested by METRO)

**Travelwise** – Further amendments required to travel plan framework submitted. Travel Plan Evaluation monitoring fee required of £2, 500

**Metro** – request for installation of a shelter at bus stop number 12256 (cost of £10,000) and new live bus information display at bus stop numbers 10103 and 12256 (estimated cost of £10,000 for each). The bus stops are on either side of Gelderd Road next to the site.

## **8.0 PLANNING POLICIES:**

- 8.1 The development plan includes the Regional Spatial Strategy to 2026 (RSS) and the adopted Leeds Unitary Development Plan (Review 2006) (UDP). The RSS was issued in May 2008 and includes a broad development strategy for the region, setting out regional priorities in terms of location and scale of development.

GP5: General planning considerations.

GP11: Development to meet sustainable development principles.

SP3: New development should be concentrated within or adjoining the main urban areas and should be well served by public transport.

N12: Development proposals to respect fundamental priorities for urban design.

N13: Building design to be of high quality and have regard to the character and appearance of their surroundings.

N23: Incidental open space around new built development.

N38B: Planning applications and flood risk assessments

N39b: Culverted watercourses

T2: Seeks to ensure that developments will not create or materially add to problems of safety, environment or efficiency on the highway network.

T5: Access for pedestrians and cyclists

T24: Requires parking provision to reflect detailed guidelines.

LD1: Criteria for landscape design.

Policy SA2: Encourages development in locations that will reduce the need for travel, promotes the use of public transport and other sustainable modes of transport.

## 8.2 National Planning Policy

PPS1 Delivering Sustainable Development.

PPS 4 Planning for sustainable economic growth

PPG13 Transport.

PPS25 Development and Flood Risk

- 8.3 In 2009, PPS4 was issued and provides the main national guidance to both planning authorities and developers about planning for sustainable economic development. PPS4 indicates that economic development includes main town centres uses which apply to retail development (including warehouse clubs and factory outlet centres).
- 8.5 The PPS4 objectives set out to deliver more sustainable patterns of development, reduce the need to travel, especially by car and respond to climate change and promote the vitality and viability of town and other centres as important places for communities. The guidance indicates that new economic growth and development of main town centre uses should be focused in existing centres. PPS4 goes on to point out that to promote competition between retailers and enhanced consumer choice through the provision of innovative and efficient shopping, leisure, tourism and local services in town centres, allows genuine choice to meet the needs of the community.
- 8.6 Policy **EC14** sets out the requirements for supporting evidence for planning applications for main town centre uses.
- 8.7 A sequential assessment under policy **EC15** is requirements for planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date development plan.
- 8.8 Policy **EC16** sets out the requirements of an impact assessment for planning applications for main town centre uses that are not in a centre and not in accordance with an up to date development plan. Policy **EC14.5** states that an assessment of impacts in policy **EC16.1** is necessary for planning applications for retail and leisure developments below 2, 500 sq.m which are not in an existing centre and not in accordance with an up to date development plan that would be likely to have a significant impact on other centres.

## **9.0 MAIN ISSUES**

1. Flood risk
2. Retail assessment & sequential test
3. Highways
4. Landscape
5. Design
6. Sustainability

## **10.0 APPRAISAL**

### 1. Flood Risk

- 10.1 The applicant has submitted a Flood Risk Assessment as the site lies within Flood Risk Zones 2 and 3a which are defined by Planning Policy Statement 25 as having a high probability of flooding. The Environment Agency have objected to the application as there is an identified risk of flood levels up to 1.5m and in the absence of a method put forward to secure a flood warning scheme for the site there is risk to human life.
- 10.2.1 It is considered that a flood warning scheme could be secured as part of the s106 agreement for the site to secure funding from the developer of both the equipment and installation as well as future maintenance. Negotiations are taking place regarding this scheme to incorporate the Environment Agency's requirements into a legal agreement. The Environment Agency have advised that they will be able to withdraw their objection once they are satisfied with the terms of the s106 agreement.

- 10.3 If the Council were minded to approve the application contrary to the Environment Agency objection, paragraph 26 of PPS25 advises that the LPA should contact the Environment Agency to allow discussion of the case and the opportunity for further representations or comments to be made. If after such discussions, the Environment Agency are unable to withdraw their objection, and the LPA is minded to approve the application for major development, the Town and Country Planning (Consultations) (England) Direction 2009 requires the LPA to notify the Secretary of State of the proposal.
- 10.4 The applicant has provided a sequential test in terms of searching for a location within a lower risk flood zone and has looked at sites to accommodate the smallest of the non food retail units (930sq.m). Although the FRA notes that the uses are compatible within Flood Risk Zone 3a as they are less vulnerable as set out in table D2 of PPS25. The same two sites were identified as with the PPS4 sequential search, and one of the sites is within the same flood zone.

## 2. Retail Assessment and Sequential Test

- 10.5 The proposed B8 trade counter units and car show room uses are not town centre uses as set out in PPS4 guidance. The site has a history of employment uses as well as car show room uses and given the existing car show rooms in the area these uses are considered appropriate for the site.
- 10.6 The site is an out of centre location and therefore in terms of the proposed bulky goods retail units, the applicant has undertaken a sequential search for sequentially preferable sites to accommodate the proposed non food bulky goods retail units as well as a retail assessment in accordance with PPS4. The sequential search was undertaken on the basis of 930sq.m of floorspace which is the smallest of the proposed non food retail units. Only two sites were identified and they have been discounted as unsuitable and the applicants reasons are considered acceptable for discounting these sites.
- 10.7 In accordance with policy EC16 of PPS4, the applicant has submitted a retail assessment which has considered the impact of the non food bulky goods retail element of the proposal (5, 580 sq.m) on other bulky goods facilities within a 10 minute catchment area and uses an estimate of £124m available expenditure within the catchment area which it is stated must be leaking to outside of the catchment.
- 10.8 The net floorspace of the proposed bulky goods units is estimated to be 3, 906 sq.m and estimates that the total turnover of the units at 2015 is expected to be £13.58m. The assessment concludes that the identified growth in capacity by 2015 alone can accommodate the proposed development and this is reinforced by the estimated leakage/ overtrading which is occurring.
- 10.9 Given that there is no such comparable facility to the application proposal in the city centre or town centres the retail assessment makes the point that the impact of the proposal will be on existing out of centre facilities which are afforded no protection under PPS4 and the assessment concludes that there will be no noticeable effect on the city or town centres.
- 10.10 The applicant's assessment identifies that an impact could be experienced by stores such as B & Q Junction 1 retail park, stores at Birstall and Junction 27 retail park as well as Wickes and Go Outdoors at Pudsey. However the applicant's retail assessment has only considered the potential impact to the in centre store of Asda Living Crown Point as this is within the city centre. The impact here is identified as being potentially 10% in trade diversion, but the applicant notes that there is likely to be significant amounts of

inflowing trade from surrounding areas and that the sales area of this store is not limited to bulky goods but is a non food outlet and therefore it is predicted that the impact will actually be less than 10%. The applicant concludes that the proposal will not have a noticeable impact on the vitality and viability of the city centre or other town centre locations. The applicant's conclusions are considered acceptable, and a reasonably robust approach to the assessment.

- 10.11 The proposal also includes an A1/ A3 kiosk unit (165sq.m) within the site to serve visitors and staff. The Design and Access Statement states that this is the minimum size considered necessary by such an occupier as starbucks, costa coffee, subway etc, but there is no information to support this requirement in the supporting documents and therefore clarification has been sought regarding the size of this unit as there are concerns that for it to remain ancillary rather than a destination attracting visitors in its own right, and also to be considered small enough and ancillary to the main uses the size of the unit should be reduced. Further information is awaited from the applicant.
- 10.12 Conditions would be necessary to control the type of retailing at the retail park as well as the floorspace provided (no mezzanines) and suggested conditions are set out below;
- The non food retail units shall only be used for the sale of goods which comprise items of furniture, carpets, electrical goods, hardware, DIY, vehicle accessories and cycles, or office equipment.
  - The net retail floorspace of the non food retail units hereby permitted, shall be limited to a maximum of 3, 902 sq.m and no further mezzanines or other internal floorspace shall be created, unless otherwise agreed by the Local Planning Authority through the submission of a formal planning application
  - The Kiosk unit shall only be used for the sale of daily convenience goods within Use Class A1 or as a café facility within use class A3 and there shall be no drive through facility and any take away service must be ancillary to the A3 use.
  - The trade counters units shall not be used for any other use within Use Class B8 and shall not retail to members of the public.

Do Members consider that the principle of bulky goods retail, together with trade counters and car show room use is appropriate for development of this site?
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### 3. Highways

- 10.13 The Highways Agency have issued a holding direction until the travel plan framework for the site is agreed, however it is understood that they consider the travel plan framework to be acceptable and will be able to lift the holding direction shortly once a condition has been agreed regarding the floorspace provision and the heads of terms for the s106 to secure the travel plan and monitoring fee. Confirmation is awaited from the Highways Agency.
- 10.14 The applicant needs to address the concerns raised by the Highway Officer regarding the proposed layout in order to ensure that the amount of development proposed can be achieved at the site with acceptable vehicular arrangements in terms of access, manoeuvring and parking provision.
- 10.15 The applicant also needs to give further consideration to pedestrian provision as part of the indicative layout to demonstrate that good pedestrian access can be achieved as well as the requirements for vehicles. It is considered that a pedestrian route should be provide close to the two bus stops serving the site and a clear



pedestrian route through the site should be provided to the non food retail units which require pedestrians to cross the car park. Pedestrian footways outside the non food retail units should also be widened.

- 10.16 Highways have advised that revisions are required to the service road as it is considered to be too narrow to accommodate vehicle movement as well as unloading and loading and therefore either needs to be widened or laybys provided. The applicant has provided an revised indicative layout which widens the service road.
- 10.17 Tracking is also needed for the junction of the access road from Beeston Ring Road and the spine road outside Unit 1 to determine if a HGV can negotiate this junction on leaving the site.
- 10.18 The car parking provision of 406 spaces (excluding vehicle display) shown on the indicative layout is considered acceptable for the amount of development proposed, however a revised layout is required to accommodate the highway issues set out above and demonstrate that this will not result in a significant reduction in car parking provision. The applicant is trying to address the outstanding issues.

#### 4. Landscape

- 10.19 Policy N39B of the UDP Review promotes actively re opening culverts to a more natural state. The culverted watercourse of Wortley Beck comes out off site at the north western corner of the site. Opening up this watercourse would be a significant constraint to development of the site, and at this stage the applicant has advised that it has not been incorporated into the indicative layout as this could affect viability of the scheme. Nevertheless, it is considered that consideration could be given to partly opening the watercourse, for example to create a more natural landscaped feature centrally within the site which could also enhance the kiosk setting. Or alternatively by providing a more natural landscaped area and opening up further the area where the culvert currently emerges off site at the north western corner of the site. It is considered that this matter would need to be addressed at reserved matters stage.
- 10.20 It is considered that the 'landscape strategy' provided as part of the design and access statement is significantly lacking in the required landscape principles that need to be established for this site at outline stage. Clear advice was provided at pre application stage that strong landscaping of the site would be important to achieving a successful scheme and therefore these principles need to be established at outline stage and incorporated into the indicative layout to ensure that an acceptable balance of landscaping can be achieved at the site whilst providing the amount of development and parking provision proposed in the outline application.
- 10.21 Planting to the Gelderd Road frontage and Beeston Ring Road frontages are indicated to be high canopy trees and low ground cover shrubs to ensure visibility of displayed cars. This will therefore allow views from the ring road of a vast car parking area in front of the non food retail units and from Gelderd Road there would also be views of further car parking as well as the HGV compound.
- 10.22 210 display vehicle spaces are indicated to the front of the two car show rooms and this is considered to be excessive and a balance must be achieved with a robust landscaping strategy which will continue the green backdrop of the railway embankment and provide a strong landscaped edge to the site which will screen the large areas of car parking. It has been suggested to the applicant that the vehicle display spaces should not extend along the ring road past dealership 2 as this is when the views of the open car parking become a concern and if the number of display spaces need to be

maintained at 210 then consideration needs to be given to more efficient use of the space around the car showroom buildings and frontage.

- 10.23 It is considered that the landscape buffer to Beeston Ring Road needs to be widened as only a very minimal strip is indicated on the landscape strategy which is not substantial enough for the size of the development site and instead relies on off site landscaping along the roadside verge and corner.
- 10.24 Feature planting is referred to within the car park and trees are indicated between car parking bays, however many of these trees appear to be planted within parking bays and the landscape strategy makes no reference to planting techniques such as silva sell in support of how this car park planting might be achieved where there is minimal space for soil pits. In the absence of these details it is considered that more space must be allowed for the tree planting otherwise there are concerns that the car park planting is not achievable and will not soften the significant areas of hardstanding and long runs of parking bays.
- 10.25 A key feature of the site is the prominent corner of Gelderd Road and Beeston Ring Road which has a wide grassed corner off site within highway land. The landscape strategy does not reference the importance of this corner. It is considered that the off site landscaping along Beeston Ring Road and at this corner should be reinforced and it is not appropriate to rely on off site landscaping to soften the appearance of this development. It may be appropriate for the landscaping at this corner to be low level in order to maintain views of the expected high quality building for dealership 1 but the landscaping should complement this and relate to the proposed building as well as the offsite landscaping to achieve an attractive setting to the most prominent corner of the site.
- 10.26 It is considered that the indicative layout has a number of awkward spaces and that a more efficient parking layout could achieve the increases in landscaped areas that are required, together with the reduction or reorganisation of vehicle display bays. As the overall development of this site is maximised and alterations to the landscaping at the site could in turn affect the amount of parking provision provided, it must be demonstrated as part of the indicative layout that an acceptable balance of landscaping and car parking/ development can be achieved on this site before outline permission can be granted for the amount of development that is proposed.

Members views are sought on the importance of achieving a robust landscaping scheme for the future development of this site.

## 5. Design

- 10.27 The appearance of the development is a reserved matter, however Circular 01/06 advises at para 49 that outline applications will have to demonstrate more clearly that proposals have been properly considered in light of relevant policies and the site's constraints and opportunities. The circular goes on to advise that the design and access statement should clearly explain and justify the design and access principles that will be used to develop future details of the scheme and that the design and access statement will form a link between the outline permission and consideration of reserved matters applications.
- 10.28 The application is submitted with indicative visuals and drawings (which differ from the visuals) to provide 'examples' of the appearance of the units. The curved theme

suggested for dealership 2 as well as the non food retail element and the trade counters is considered could be an acceptable design solution. However it is considered that there has been a lack of consideration given to how to deal with development of the most prominent corner of the site at the junction with Gelderd Road and Beeston Ring Road opposite the Porsche garage.

- 10.29 Neither the visuals or the drawings are considered to be an acceptable approach that indicate a building of high quality/ flagship status for this prominent corner. It is considered that the importance of this corner must be recognised and that the indicative details submitted regarding the appearance do not illustrate a design solution which could be supported at reserved matters stage.
- 10.30 The appearance of the buildings (excluding dealership 1) is of a contemporary wavelike form however it is considered that this is not successfully carried through in the drawing of the building suggested for dealership 1 and in contrast to this a pitched roof building with dormer features is shown in the visuals submitted which is at odds with the rest of the site and is not considered to relate well to this corner. It is possible that development of the site could come forward in a number of reserved matters applications and therefore it is considered that the outline scheme needs to establish the principles which will be expected for the site and have regard to development of the site as a whole.
- 10.31 The applicant advises that future design of the car showrooms will depend on the requirements of whichever dealerships occupy the site. However it is considered that Dealership 1 would need to be at least of the same quality design as the Porsche garage on the opposite corner, if not better. The details of the indicative scheme submitted could not be relied upon to deliver a successful reserved matters application and it is considered that the principles set out above regarding the quality of design expected in relation to Dealership 1 need to be addressed at outline stage. The applicant is considering the concerns regarding the design of the dealership potentially with a view to revising the design and access statement. ,

Members views are sought on the matter of design principles and the importance of the corner of the site at Gelderd Road and Beeston Ring Road.
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## 6. Sustainability

- 10.32 The Sustainable Construction and Development SPD has now been adopted. Given the size of the site and the amount of development proposed, it is considered important that sustainable initiatives are incorporated into the future development proposals, both in terms of the construction, materials and energy consumption at the site as well as the green travel plan already provided. It is therefore considered that as a condition of the outline permission a Sustainability Statement will be required to be submitted to accompany the reserved matters and the development will be expected to achieve Building Research Establishment BREEAM assessment no less than a 'Very Good' standard in accordance with the SPD.

## **11.0 CONCLUSION**

- 11.1 In principle, subject to resolving the Environment Agency requirements and Highway matters, it is considered that the mix of uses proposed is suitable for this location and Members are asked to confirm this. The site is in a prominent and strategic location and development of the site is welcomed. There is a history of car show

rooms on the site and existing car show rooms in the vicinity including the Porsche garage opposite. It is considered that the proposal for bulky goods retail in this out of centre location has satisfied the tests of national and local planning policy and will complement the other uses proposed on the site. Therefore Members are asked to consider whether the principle of bulky goods retail and the car show room uses is appropriate at this site.

- 11.2 The questions set out in the report also seek Members views on the matter of design principles and the importance of the corner of the site at Gelderd Road and Beeston Ring Road as well as the importance of achieving a robust landscaping scheme for the future development of this site in terms of the indicative layout and establishing principles to be taken forward in future reserved matters proposals.

**Background Papers:**

11/01244/OT.

Certificate of Ownership – notice served on Leeds City Council Highways





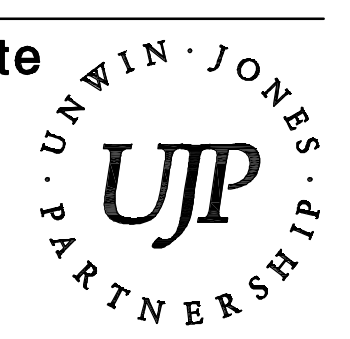
SCHEDULE OF VEHICLE PARKING - RETAIL	
RETAIL UNITS	PARKING SPACES
BULKY GOODS	200
TRADE COUNTER UNITS	29
KIOSK UNIT	27
<b>TOTAL PARKING</b>	<b>256</b>

MOTOR VEHICLE DEALERSHIPS	
DISPLAY PARKING	PARKING SPACES
DISPLAY PARKING	210
SERVICE PARKING	70
CUSTOMER PARKING	38
STAFF PARKING	42
<b>TOTAL PARKING</b>	<b>360</b>

REVISIONS  
 A \*\* Name Date

Pendragon - Gelderd Road Site  
 Leeds

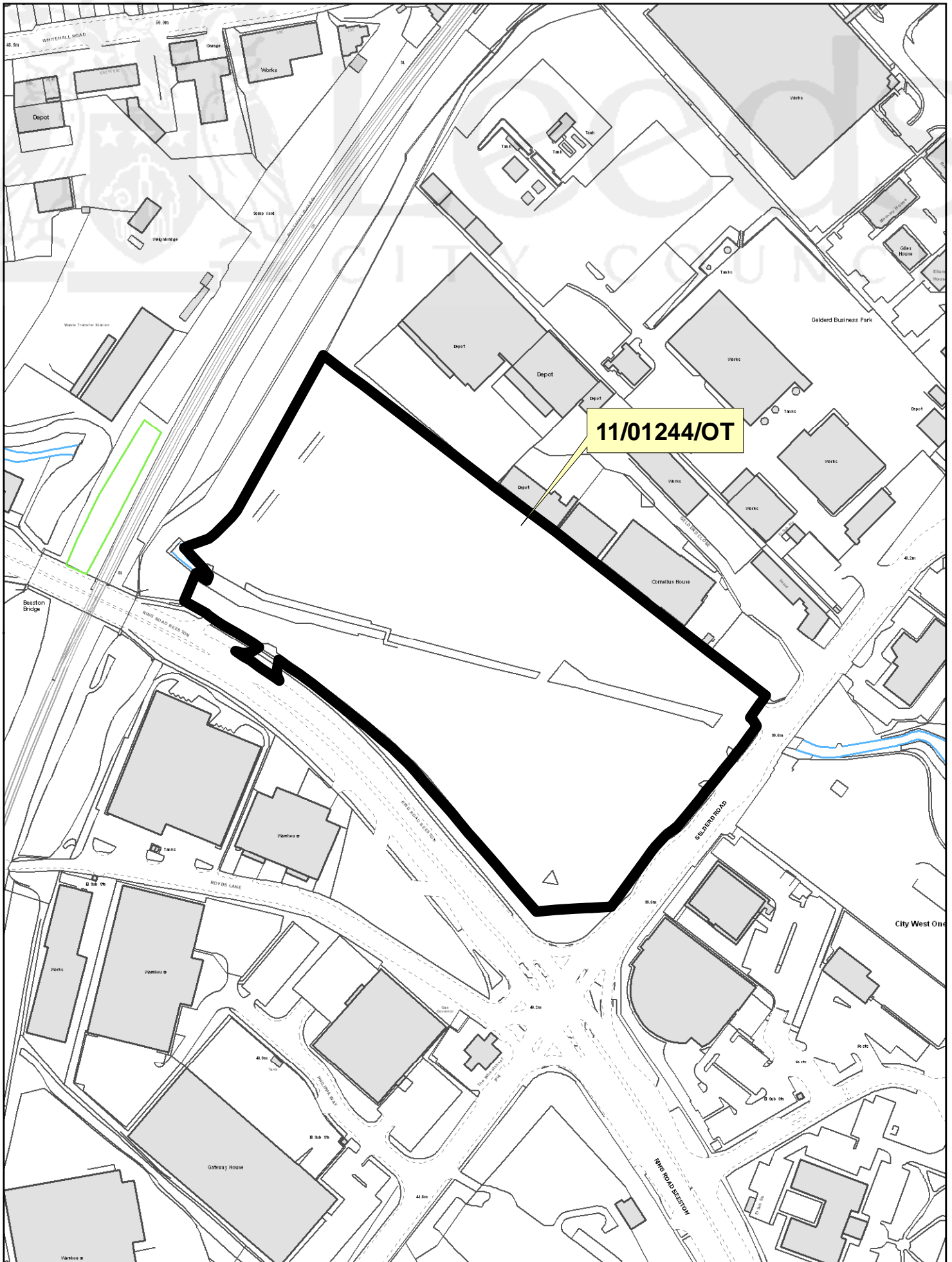
Site Plan  
 As Proposed



drawn : JPE scale : 1:500@A1 CHARTERED  
 date : July 2010 drawing no : 2215/20/G ARCHITECTS

BRIDGE LANE STUDIO · CALDEWEGATE · CARLISLE · CUMBRIA · CA2 5SS · TEL 01228 528266 · FAX 01228 524409





# EAST PLANS PANEL