



Report of the Chief Planning Officer

PLANS PANEL EAST

Date: 22nd March 2012

Subject: APPLICATION 12/00113/FU – Demolition of existing hotel and erection of a foodstore with associated access, car parking, servicing and landscaping at site of Mercure Hotel, Leeds Road, Wetherby LS22

APPLICANT

Sainsbury's Supermarket Ltd

DATE VALID

12.01.2012

TARGET DATE

12.04.12/

PPA target 30.07.12

Electoral Wards Affected:

Wetherby

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

POSITION STATEMENT:

Members are requested to note the contents of this position statement, provide feedback on the questions posed and are invited to provide feedback on any other aspect of the proposals

1.0 INTRODUCTION:

- 1.1 The application is a full application for a new supermarket in an out of centre location on the approach into Wetherby. This position statement is brought to Plans Panel as it is a major proposal with implications for Wetherby town centre.

2.0 PROPOSAL:

- 2.1 The application is to demolish the existing hotel buildings at the site (former Ramada Jarvis) and to erect a supermarket. The proposal includes the following components;
- 4,245 sq.m gross floor area
 - 2,347 sq.m net sales area.
 - 254 car parking spaces proposed (inc 14 disabled persons spaces)

- 90% sales area for convenience goods/ 10% comparison
- In store café
- ATM
- 150 full and part time jobs
- Opening hours; 07.00 - 23.00 Monday to Saturday, 10.00 - 16.00 Sundays

- 2.2 The proposed supermarket is sited towards the north western part of the site. The main elevation of the store including store entrance is the eastern elevation facing towards the customer parking. Car parking is proposed on the eastern part of the site.
- 2.3 The vehicular access into the site is moved further west along the site frontage onto Wetherby Road. A pedestrian footpath is included to the store from Micklethwaite Grove providing a more direct route to Boston Road and into the town centre.
- 2.4 Parking spaces are proposed to be re-provided for residents of Grange View and Micklethwaite View. 6 spaces are proposed to be reserved for residents parking by way of removable bollards. A further 5 spaces are proposed separated from the supermarket car park by way of a 1.8m high boundary wall with access gates for residents.
- 2.5 The layout of the proposed store includes the service yard at the front of the store set down 1.2m below the finished floor level of the store in the south west corner of the site. The service yard includes a bio mass boiler. Some landscaping is retained and proposed to the front of the service yard. Overall the proposal includes the removal of 21 trees and 40 existing trees are proposed for retention. The proposals includes off site planting on highway land to the south along Wetherby Road adjacent to the proposed store car park.
- 2.6 The design of the proposed store includes a gable roof line to the southern elevation adjacent to the service yard. The highest part of the main store building is some 11.3m in height which reduces to 6.8m to the rear part of the building to the northern end of the site. The materials proposed are predominantly stone with some timber cladding and glazing.
- 2.7 The applicant advises that Sainsbury's currently operate a free bus service between Wetherby town centre and the Harrogate Store calling at villages in between. The applicant proposes as part of the development to extend the route of the free bus service to include the new supermarket to improve accessibility of the new store and encourage linked trips with Wetherby town centre.
- 2.8 The application has been submitted with the following supporting documents;
- Design & Access Statement
 - Planning & Retail Statement
 - Townscape Analysis
 - Statement of Community Involvement
 - Phase 1 Site Investigation
 - Transport Assessment
 - Drainage Strategy
 - Air Quality Assessment
 - Flood Risk Assessment
 - Lighting Assessment
 - Noise Report
 - Ecological Assessment

- PPS5 Heritage Statement
- Landscape Statement and Tree Survey
- Sustainability Assessment
- Heads of terms for legal agreement

2.9 In relation to the proposed planning obligations this includes a contribution towards the Council's emerging car parking strategy which identifies improvements to the operation and physical capacity of the Riverside car park.

3.0 SITE AND SURROUNDINGS:

3.1 The site is located some 400m south of Wetherby town centre and comprises the existing hotel building towards the front of the site facing Wetherby Road, together with parking and servicing provision for the hotel. The existing building is part single storey, part 2 storey stone clad. There is an existing detached two storey flat roof building, possibly ancillary accommodation, at the north west corner of the site.

3.2 Residential properties of Micklethwaite Grove are immediately to the north of the site and Micklethwaite View, Grange View and Boston Road lie to the east. The existing car park is separated from residential properties by a 2m close boarded fence. The car park is some 20m away from No's 1 – 25 Micklethwaite Grove. The north west corner of the site is a grassed area which abuts No's 27 – 39.

3.3 The A168 runs to the south of the site. Wetherby Conservation Area boundary is immediately to the east of the site and 1 – 5 Boston Spa Road as well as the former West Lodge of Wetherby Grange are Grade II listed buildings.

3.4 There is open land to the west of the site and beyond this is green belt land.

3.5 There are protected mature trees to the frontage and along boundaries of the site covered by tree preservation order TPO 2011/19.

4.0 RELEVANT PLANNING HISTORY:

4.1 Various extensions and signage applications to hotel dating back to 1970's. The most recent application at the site being;

4.2 31/46/00/FU - Alterations to entrance and extension to canopy to front and side of hotel. Approved 20.04.2000

4.3 Application by Sainsbury's Supermarket Ltd at adjacent site of Micklethwaite Farm Boston Road (now developed for housing);
31/279/97/FU - Change of use of farm building to offices and laying out of access and erection of retail unit. Refused by Plans Panel on 14.11.00 for following reason;

The proposed foodstore development at Micklethwaite Farm, by reason of its scale, characteristics and location, would be contrary to the aims and provisions of Policy S5 of the Revised Draft Unitary Development Plan and government guidance as expressed in PPG6, PPG13 and ministerial statements of Policy, in particular:-

i) There is no need for the proposed supermarket given that the previously identified deficiency in convenience goods retailing can be met from the extension of the in centre supermarket at the Horsefair Centre.

ii) A suitable site is likely to become available within Wetherby Town Centre that would best address the identified convenience goods retailing deficiency referred to in Policy S6c of the Revised Draft Unitary Development Plan. The proposed supermarket development at Micklethwaite Farm fails the sequential approach to site selection advocated in PPG6.

5.0 HISTORY OF NEGOTIATIONS:

5.1 Limited pre application discussions took place relating to the siting and design of the proposed store, together with landscape issues. The applicant did not provide detailed information concerning the principle of out of centre retail development or highway proposals. A tree protection order was served due to threat to existing trees.

6.0 PUBLIC/LOCAL RESPONSE:

- **62 letters of support for the application on the following grounds**
 - improvement in terms of choice and competition
 - Morrisons is overtrading
 - Morrisons dominate the district and local traders do not provide effective competition
 - local traders haven't suffered since Morrisons acquisition and extension
 - the store would compete with Morrisons not the small local shops which people will continue to use
 - any impacted local businesses should be offered business rate discounts
 - Morrisons have monopolistic position
 - car parking in Wetherby is impossible, the store will relieve congestion in centre
 - benefits from additional parking for the town if Sainsbury's car park is not restricted
 - many shoppers will walk from the site into town
 - currently have to travel to Harrogate, York or Leeds to do food shopping
 - benefits to the environment by reducing need to travel and carbon footprint
 - the store will keep trade in the local area and the town centre as well
 - Morrisons is usually busy and full, difficult to park
 - currently take advantage of the free bus to the Harrogate store
 - additional investment and employment opportunities – short term in construction and long term in the store
 - application will bring new corporate citizen to Wetherby
 - additional visitors to the area
 - the store will increase footfall to the town centre, local shops already losing trade as people can't park
 - changes to Sainsbury's plans show they have listened to residents
 - existing Sainsbury's is too small
 - site is to the south of Wetherby so will not impact on traffic
 - existing hotel is dated and ugly with poor landscaping
 - hotel is a foreboding entrance to the town, store will improve gateway/ southern entrance
 - the store won't appear obtrusive in the landscape and is a sensitive scheme
 - Borough Bridge, another market town, survived a large Morrisons on the outskirts
 - one major supermarket does not provide sufficient choice for population in and around Wetherby
- **163 letters of objection on grounds of;**
 - Negative impact to town centre and independent traders which make Wetherby distinctive

- large modern supermarket directly at entrance to historic town, visible from A1
- imposing unsightly store, with loading bay at the forefront of the town
- negative impact on nearby conservation area
- already enough shops and wide range, no justification for additional supermarket, there are already Sainsbury's stores within 20 minute drive
- Sainsbury's application has previously been refused on the site
- queries over what will happen to existing Sainsbury's Local store, monopoly if both stores trade
- Co op convenience store in Wetherby town centre closed down last year due to lack of business
- Wetherby hasn't got the population to support another large supermarket
- proposal reduce footfall to Wetherby town centre and will lead to increase in vacant units and potential job losses
- café within Sainsbury's will further decrease likelihood of people going into town centre
- similar application at Todmorden recently refused
- more up-to-date review should be provided of impact of edge of town supermarkets on market towns. DETR research shows that out of town supermarkets have serious adverse impacts on shops in town centres
- government is trying to re invent the High Street
- unlikely that people will park at the site and walk to town centre
- 2 hour parking restriction at the store means it is unrealistic to expect people to park and walk 5/10 mins into the town centre
- pedestrian access is not DDA compliant as it is up a slope
- site is removed from majority of residential accommodation in Wetherby and catchment
- cycle connections are incorrect, unlikely people will shop on bike/ foot
- out of town location contravenes planning regulations
- in town solutions should be encouraged such as expansion to Morrisons and improvements to lorry park to provide extra parking facilities and restrictions to length
- proposal is contrary to PPS6/ PPS4 – policy EC4.1 – preserve and enhance character and diversity of town centres
- Leeds Town and Local centres study states that non quantitative or qualitative need emerges in relation to Wetherby Town Centre
- expenditure won't be retained in the local economy
- Impact to Boston Spa and Collingham
- overestimation of job creation
- current Morrisons isn't overly busy, car park is busy as it is used for whole town centre
- future proposals for other supermarket schemes should be assessed to see which better fits with Wetherby residents feelings
- hotel is important facility for Wetherby, impact on tourism as a gateway town to Yorkshire Dales
- visual impact at important, prominent gateway to the town
- supermarket directly on entrance to town will ruin historic heritage
- character of the market town should be preserved
- unsightly building proposed, unsympathetic to surroundings- huge orange shed
- timber cladding is inappropriate
- site is unsuitable for large superstore directly adjacent to a key conservation area
- there are considered to be alternative uses of the site, such as housing or modern hotel or mixed use scheme inc small local Sainsburys
- overdevelopment; large building with 250 parking spaces
- Sainsbury's will want to expand in future

- development of edge of town brownfield sites will lead to sprawl into Greenfield sites
- impact to local wildlife, loss of field and habitat
- over estimation of job creation from the proposal
- impact on quality of life and community if town centre fails
- existing hotel car park floods in various parts and the application has lack of acceptable FRA
- air pollution and impact on health of residents of development and during construction
- light pollution from store and signage will be seen from over a mile away
- proximity to residential properties is alarming
- noise pollution to residents from deliveries from HGVs as well as cars parking/ engines/ doors slamming/ trolleys
- noise report is flawed, doesn't take account of Mercure building to be demolished which currently blocks noise
- concerns re nuisance from ventilation and odours associated with any cooking/ roasting facilities in the store
- pollution from bio mass burner
- loss of existing tree
- increased vermin associated with food stores
- light pollution to adjacent housing and gardens from lighting and signage
- loss of light to garden, kitchen and living areas obstructed by the building
- litter pollution
- security concerns – break ins to the store and residential properties
- parking arrangements for residents of Micklethwaite View who have had unrestricted access for 33 years. The proposed parking and access arrangements raise security concerns for existing resident and lack of surveillance for residents cars
- impact to outlook from front aspect of Micklethwaite View properties
- concerns re access for emergency vehicles to these properties
- proposed pedestrian access and cycle route directly in front of residential properties and is unsafe crossing Micklethwaite Grove towards Boston Road
- on street parking will increase when Sainsbury's car park is full at christmas
- footpath to the store through a quiet street will encourage people to congregate and increase noise and disturbance and parking on Micklethwaite Grove and reduced safety for children.
- potential for abandoned trolleys
- separate entry and egress should be provided for residents of Micklethwaite View and Grange View
- further sound proofing to Grange View gardens should be provided
- outlook of residents blocked by wall and planting proposed
- legal discussions ongoing regarding the pedestrian access proposed over the new Micklethwaite Development which is not considered lawful
- visibility issues due to alignment of Micklethwaite View
- entrance to Micklethwaite Grove will be blocked creating access problems
- impact of increased traffic to residents of Micklethwaite Grove and View not considered in transport assessment
- private footpath from Micklethwaite View and Grange view will become a shortcut
- loss of views and access to open countryside
- reduced distance between the building and residential dwellings
- overlooking due to siting and height of building into living areas/ gardens. Footprint maximises all available space in an area surrounded by green belt and conservation area
- opening hours of 7am to 23.00 unacceptable adjacent to residential properties, should be reduced and restrictions to deliveries before 8 and after 18.30.
 - won't minimise carbon footprint or decrease congestion

- traffic congestion, 554 two way trips per hour on weekdays and 561 two way trips per hour on Saturdays compared to 45 and 56 respectively for the hotel
 - Wetherby can be gridlocked when accidents occur on the A1, round about is already at capacity, supermarket traffic would add to such problems and cause concerns for pedestrian safety
 - the store car park won't help parking problems in Wetherby, the Wilderness carpark should be made 5 hours maximum car parking to discourage commuters or Morrisons should purchase the lorry car park
 - traffic lights will add to problems of tailbacks to the roundabout
 - Sainsbury's at Colton traffic decisions were disastrous
 - No staff parking indicated
 - support for Metro's comments regarding public transport accessibility
 - lack of commitment to Travel Plan
 - other more suitable sites have been identified by Tesco and Asda, cumulative effect should be considered if other applications go ahead. All 3 applications should be considered together by the Planning Committee
 - 68% of Wetherby residents responding to Sainsbury's consultation response cards were opposed/ petition signed by 4000 people in 2011.
 - financial incentives from Sainsbury's or income from business rates should not affect consideration of the application
 - effect on house prices
 - impact on human rights and personal health
- **39 standard letters of objection on the following grounds;**
 - negative impact on town centre shops/ decline of Wetherby and Boston Spa town centre
 - the buildings will detract from the appearance of this attractive market town
 - noise and air pollution from HGV deliveries and car fumes
 - serious traffic problems and congestion on A58 particularly at peak times
 - potential parking problems on Micklethwaite estate due to the proposed pedestrian footpath access
 - potential for accidents on Boston Road due to no adequate crossing facilities
 - Wetherby does not need another supermarket with existing Morrisons, Marks and Spencers food and Sainsbury's Local together with proposed Tesco Express in Collingham and already 3 major Sainsbury's within 20 min drive.
- **Objection from Wetherby Civic Society;**
 - impact to town centre, case studies provided of examples of impact of edge of town supermarkets.
 - disputes employment estimates
 - relationship to residential properties and surrounding farmland
 - impact on entrance to entrance to historic market town
 - traffic congestion
- **Objection from Wetherby Business Association**
 - harm to commercial viability of Wetherby town centre where retailing is currently fragile with shopkeepers struggling to survive
 - local shops cannot compete with superstores on equal terms
 - unlikely that the town centre will benefit from any additional footfall from store on edge of town
 - reduced spend at local shops and threat to their existence
 - store operator could improve situation if it restricted the range of non food goods and didn't include café to encourage supermarket shoppers to have some reason to visit the local shops

- no demonstrable need for large new store on edge of Wetherby, Morrisons and existing shops can fulfil local demand
- **Objections on behalf of Morrisons;**
 - hotel provides useful and valuable facility and part of the local economy
 - level of overtrading of Morrisons put forward by the applicant of 82% is disputed
 - applicant has used incorrect floorspace figures and benchmark turnover of Morrisons in the RA
 - Morrisons estimate that the store is trading at around 38% (increasing to 42% by 2013) above company average rather than 83.5% stated by applicant
 - in terms of choice, this is met by a variety of shops in the town centre
 - no over riding qualitative need for another store
 - applicant has underestimated the proposed turnover of their store
 - impact from proposed store on Morrisons turnover would be 25% and is significant and harmful
 - Morrisons would be trading at a reduced level of 6% above company average
 - amount of claw back estimated by the applicant for their turnover is questioned due to limited non food offer and will be significantly lower than the level identified by applicant and therefore trade diversion from Wetherby town centre will be higher
 - amount of inflow trade to Morrisons post development is overestimated by applicant
 - significant impact on Morrisons will have significant effects on the town centre due to fewer linked trips
 - the development will have a significant adverse impact on Wetherby town centre
 - in relation to sequential test, potential sites in Collingham may serve that village
 - Morrisons intends to extend and refurbish the existing store and address car parking issues by submission of application in May 2012 to create an additional 929 sq.m net sales area. Proposal will include improvements to refurbish the Hallfield Lane Lorry Park as a free town centre car park – resurfacing and revisions to layout to provide maximum number of spaces (approx 160 spaces) and will benefit all users of the town centre. This is considered to be a sequentially preferable site to meet quantitative needs.
 - The proposal is inconsistent with Policy EC 17 of PPS4, is not compliant with policy EC16 – sequential approach or policy EC10 due to loss of hotel facility and lack of regeneration or employment benefits.

A separate letter relating to highway objections has been received on behalf of Morrisons on the following grounds;

- queries the estimated trip rates used in applicant's TA
- Queries re distribution of proposed development trips, percentage of pass by trips and reduction in trips on the network as a result of diverted trade.
- The location of the site on the edge of town is not considered conducive to access by sustainable modes of transport.
- The extent of linked trips to the town centre is questionable given the route proposed and reliance on re opening right of way through residential area.
- infrequent bus services and unlikely people will walk from the bus station. 2 hours is insufficient time to allow people to park and make linked trips.
- Applicant has not substantiated claims that the car park will benefit the town centre to provide additional free parking and unrealistic to conclude that the food store car park will add to the town centre car parking stock.
- modelling of existing junctions has not been validated
- concerns re location, layout and modelling of the proposed site access junction
- location of service yard could lead to conflict between large articulated vehicles and customer cars
- the proposed stage sequence of the signals is potentially unsafe

- **Objection on behalf of Evans Property Group (adjacent landowner)**
 - Evans support the principle of foodstore in this location
 - access should be repositioned west of the existing hotel access with two new roundabouts
 - required design/ safety requirements of the signalised access cannot be achieved
 - 40mph speed limit is questioned and is insufficient to enforce and slow traffic
 - 50mph design speed should be used and cannot be achieved with the access location proposed
 - autotrack at access and tracking of HGVs is queried
 - HGVs leaving service yard or waiting to enter could impede cars entering the site and lead to tailbacks on Wetherby Road
 - a more rational car parking layout with provision of landscaping areas within the car park could be delivered through use of a larger site
 - potential of undersupply of car parking provision
 - insufficient landscaping along the western edge and northern boundary to effectively screen the development
 - lack of additional landscaping along western boundary, prominent view of the stores rear elevation across Green Belt land
 - service yard at entrance to site in prominent position dominating views from Wetherby Road
 - Evans advise that additional land can be made available to the applicant to resolve these issues and have provided a suggested revised layout to Sainsbury's

7.0 CONSULTATIONS RESPONSES:

Statutory:

- 7.1 Environment Agency – Objection in the absence of an acceptable Flood Risk Assessment. The submitted FRA is not acceptable as it does not deal with how surface water drainage will be managed. There must be no increase to surface water run off at the site and attenuation storage is needed. Evidence of the applicant's drainage calculations is required and soakaways need to be shown prior to planning permission being granted.
- 7.2 Highways Agency – No objections. The transport assessment has been reviewed and the proposal will not have a material impact on the Strategic Road Network, in this case the A1(M). Detailed comments are made in respect of the applicant's Travel Plan which should be a full travel plan rather than a framework. However given the very limited impact of the proposal on the Highway Agency's network it is unnecessary to lodge a holding direction to address the issues with the Travel Plan.
- 7.3 Highways Accessibility
The site is not considered to be accessible to the required standard and is likely to result in a development that is overly reliant on car borne customers.
- 7.4 The pedestrian route through site to the secondary pedestrian link to town centre is unattractive, changes are recommended to provide a continuous and uninterrupted route. Cycle routes should be improved, there are queries regarding pedestrian access from the junction. A full travel plan is required and within the store, shower facilities and lockers need to be provided to encourage sustainable forms of travel for staff.
- 7.5 Likelihood of linked trips to main retail centre of Wetherby is compromised and applicant's assessment of peak number of pedestrian trips is questioned. The

closest bus stops on Boston Road and Wetherby bus station do not provide the level of service to a major public transport interchange recommended in the RSS, Public Transport SPD or Core Strategy. Only infrequent and limited coverage of the stores catchment area is accessible by bus

7.6 The applicant should be asked to identify those parts of the catchment area that are within a 30 min public transport journey (including walking and waiting times).

7.7 The free bus service is welcomed but is limited to 2 days a week and twice a day . and does not compensate for inadequate public services.

Access and traffic impact

7.8 The proximity of the service yard to Wetherby Road is unacceptable as submitted and is likely to result in problems with any delay in vehicles gaining access to the yard or two service vehicles arriving at the same time causing vehicles backing up onto Wetherby Road which is a strategic route classified as the A58. Tracking is not provided to show that two vehicles can operate within the yard at the same time. The exit from the yard is also of concern and could cause problems with vehicles accessing the car park.

7.9 There are detailed highways comments regarding the signaled controlled junction access. Further information is required regarding the traffic assumptions in the Transport Assessment (TA) in terms of the relationship between the site access and Boston Road.

7.10 There are queries regarding who is expected to maintain the proposed planting on highway land.

7.11 It is considered that the key junctions in the TA are the site access, Boston Road roundabout to east (to ensure it can interact satisfactorily with the site access), North Street / Market Place mini-roundabout, and the Wattle Syke / Wetherby Road junction (to ensure / check mitigation is actually necessary).

7.12 A geometric and technical assessment of the proposed signalised site access and Wetherby Road / Wattle Syke junction layouts is required.

7.13 Clarification is required regarding the various junction analysis carried out by the developer's highway consultant. The mini-roundabout with North Street / Market Place is nearing capacity. The Wattle Syke / Wetherby Road junction, the baseline analysis shows this junction to be suffering congestion which is exacerbated by the development. Further validation work is required to confirm whether the proposal to signalise the junction to mitigate the development traffic and remove congestion is required.

7.14 The recent B1 development off Sandbeck Way should be assessed as committed development in the TA and not a sensitivity test.

7.15 Trip rates to predict the peak number of car borne trips could be significantly higher than set out in the TA. There are queries regarding traffic distribution and the store catchment area.

Parking

7.16 A total of 241 car parking spaces are provided for the store. The UDPR maximum provision for a store of this scale is 294 spaces. The shortfall below the maximum is therefore 53 spaces or approx 20%. It is considered that the starting point for a

store on the edge of town whose catchment covers a predominantly affluent and rural area extending between main built up areas of Leeds and Harrogate should be to provide the maximum provision.

- 7.17 No staff parking is proposed to be provided. The applicant needs to clarify where staff will be expected to park to ensure that amenity and safety of residents in Micklethwaite Grove is protected from on-street parking and that the pedestrian link at the north east of the site is not compromised. Shoppers also may choose to park in this location rather than negotiating the Boston Road roundabout, the proposed signals and the car park. Measures would need to be put in place to discourage people from parking in this area in the interests of road safety.

Non-statutory:

- 7.18 Travelwise – a full travel plan is required not just a framework as submitted with the application. The Travelwise Officer has provided detailed comments on what should be included in the travel plan and advises that it needs to include estimates of the number of staff, more detailed information regarding the free bus service suggested, details of staff parking arrangements. A Travel Plan Monitoring Evaluation fee would be required of £2,750.
- 7.19 Public Transport Contribution
The proposed development will generate a large number of trips, a proportion of which will have to be accommodated on the public transport network. The scheme has, therefore, been assessed in accordance with the City Councils adopted Supplementary Planning Document (SPD) “Public Transport Improvements and Developer Contributions”.
- 7.20 As a result of this assessment, it is clear that the proposed use will have a significant travel impact, which will need to be addressed. Under the terms of the SPD guidance, therefore, a financial contribution proportionate to the travel impact of the scheme will be required towards the cost of providing the strategic transport enhancements (detailed in the SPD) which are needed to accommodate additional trips on the network.
- 7.21 A contribution of **£452,892** should be sought. In calculating the required sum a deduction of 10% has been incorporated to take account of previous trip generation on the site and out of peak hour trips
- 7.23 Contaminated Land – Proposed development is considered low vulnerability therefore no further information is required at this stage subject to conditions.
- 7.24 Mains Drainage – On site soils condition and infiltration rate needs to be determined to confirm feasibility options for surface water drainage. Need to achieve 30% reduction of existing peak discharges from hardstanding area. Conditions are recommended to deal with these matters.
- 7.25 Architectural Liaison Officer – advises that ATM's should be located more centrally and closer to the entrance lobby.
- 7.26 Access Officer
Revised plans received to address concerns regarding footpaths and position of bollards
- 727 Air Quality Management Team -

The air quality report submitted with the application acknowledges that there are limitations to quality modelling and some doubt regarding absolute predicted levels of NO2 both now and in the future and proposes to fund a 12 month monitoring survey to determine more accurately the levels of NO2 within the Wetherby area prior to determine the current situation. The Air Quality Management Team (AQMT) of Leeds City Council welcome this proposal, but do not believe that proposed mitigation measures are purely linked to the outcome of such monitoring showing a breach of any Air Quality Objective.

- 7.28 Although there is some doubt cast over the absolute levels of pollution, the modelling does confirm that the completed development will result in the general deterioration of air quality around the Wetherby area. It is therefore the view of the AQMT that a minimum level of mitigations measures should be agreed as part of any planning consent, with perhaps only the scale of such mitigation measures being dependant upon the outcome of the monitoring.
- 7.29 West Yorkshire Ecology – no evidence of species rich grassland or boxes for bats and birds. Landscape plan should be revised to include areas of species rich neutral grassland and a condition should require 6 bat boxes and 20 bird boxes.
- 7.30 Environmental Health
The applicant has submitted a noise report in support of the application that details current noise levels and predictions of expected noise levels from the operation of the new superstore. The site is overlooked by dwellings on Micklethwaite Grove immediately to the north, and Micklethwaite View and Grange View to the east of the site boundary. Subsequently, there is little separation distance between the closest dwellings and the proposed store/car park. The baseline measurements showed that the primary noise source to the site was road traffic on Wetherby Road and A1(M).
- 7.31 The categories assessed within the report included fixed plant noise, deliveries to the store, noise from customers using the car park
- 7.32 In relation to Fixed Plant, full details of the plant to be installed were not assessed in the report however it is usual for sound level criteria to be proposed and conditioned at this stage. The plant will undoubtedly consider use of refrigeration and air conditioning condensers on the roof of the store in the south-west corner near to the service yard. There is also a biomass boiler on the drawing in the service yard.
- 7.33 The noise report assessed the background noise levels at night which were defined as low (30dB), the report recommends use of a condition to place an overall fixed rating level of 35dB during the day and 35dB at night at the nearest sensitive receptors. These levels are considered sufficiently low so as not to cause harm to amenity in gardens and inside residential properties. This design criterion should be attached as a condition if approval of the development is to be granted. The plans show that there will be an in-store bakery and as in similar stores, possibly a hot food deli counter. Details of fixed plant including noise levels and odour control will be required by condition to meet the overall fixed rating level referred to above.
- 7.34 Deliveries to store - The service yard is considered to be sensibly located at the furthest point away from sensitive receptors. The mode of bulk delivery is for the HGV to drive into the yard and reverse into the loading bay which has rubber seals to help contain some of the noise during unloading. There will be smaller good vehicles that deliver daily essentials such as milk, bread and newspapers. These are apparently delivered by rolling cages across the yard to the delivery bay door.

There is potential for noise from the vehicle during manoeuvring, including reverse beeper and refrigeration units and impacts of cages, pallets and such like being moved off the vehicle either through the bay or across the yard.

- 7.35 The noise report assesses noise levels from deliveries in relation to the closest noise sensitive properties and concludes that deliveries could be made between 0400 and 0000 provided that drivers disable vehicle reverse alarms and refrigeration plant prior to entering the service yard. However, it is recommended that despite these comments, experience has shown that compliance with WHO guidelines does not mean that the noise will not be inaudible, particularly at night therefore this department will recommend conditions restricting the times that bulk deliveries may occur.
- 7.36 Customer traffic - The impact of cars arriving and leaving the site whilst the store is trading will vary depending on the day and time of day. The noise report predicts the cumulative impact of the store car park in use based on a worst case of each car space being occupied by 2 vehicles in a one hour period. At the nearest noise sensitive premises noise from the use of the car park will be of a similar level to the ambient noise from road traffic so will result in a marginal increase and also not exceed the WHO guidance level during the daytime with the provision of a 1.8m acoustic fence around the boundary of the site.
- 7.37 On the basis of existing noise levels at the site, which increase between the hours of 0700 and 2200 it is recommended that the store should be restricted to closing at 2200 rather than 2300 on the basis that noise from the store after this time will not be masked so well by ambient traffic noise.
- 7.38 Conditions are recommended to deal with the following;
- Submission of details of all fixed plant and ventilation including noise data and odour treatment.
 - The rating level of noise emitted from fixed plant when measured and/or calculated at the specified premises in free field conditions shall not exceed the levels set out in table 1 of applicant's noise report.
 - Submission of a delivery management plan
 - Bulk deliveries shall not take place outside of 0600 to 2200 Monday to Saturday and 0900 to 1600 Sundays
 - Opening hours to be restricted to 2200 Monday to Saturday, 1600 on Sundays
 - No lighting fitment shall be installed on the site in such a way that the source of light is directly visible from nearby residential properties or is a hazard to users of adjoining or nearby highways.
- 7.39 METRO – The proposed supermarket will have a significant impact on the transport requirements for the site. The site is poorly located in terms of public transport accessibility. The closest stops are on Boston Road with limited services of combined frequency of 1.5 buses per hour (services 174 and X98). Public transport catchment for the site is low and it is considered unlikely that public transport will be a realistic alternative to the private car to access the site. The distance to Wetherby bus station is considered to be a walking distance of 600m (rather than applicant's 450m). For a supermarket 400m should be the maximum distance applied for access to bus services. The Council's SPD recommends 400m walk to services of 15 minute frequency, the proposal is considered to be inadequate.
- 7.40 More detail is required regarding the applicant's proposed free bus service to understand if it is likely to be a realistic alternative. Firm proposals are needed from

the developer to improve public transport access to the site, particularly the free bus service.

7.41 Yorkshire Water

No objections, the submitted FRA is acceptable for YW purposes. Conditions are recommended regarding drainage. Records indicate an abandoned sewer crossing the site.

8.0 PLANNING POLICIES:

8.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

Development Plan

8.2 The development plan comprises the Regional Spatial Strategy to 2026 (RSS) and the adopted Leeds Unitary Development Plan (Review 2006). 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.

8.3 Relevant RSS policies are considered to be;

E2 Town Centre and major facilities. States that town centres should be the focus for offices, retail, leisure and entertainment.

YH5 – Principal towns. Wetherby is identified as a Principle Town in the region's settlement network, which the policy advises should be the main focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities. The role of principal towns should be enhanced including vitality and viability of town centres

ENV5 New development of more than 1,000m² of non residential floorspace should secure at least 10% of their energy from decentralised and renewable or low-carbon sources, unless having regard to the type development involved and its design, this is not feasible or viable.

8.4 The application site itself is not covered by a particular designation within the Unitary Development Plan Review , however the UDP Review includes the designation of the adjacent site for potential for new convenience goods retailing. This site was not brought forward for retail development and has been developed for housing development. The retail need which justified the convenience goods retail allocation was met by the redevelopment and extension of the former Co op store to provide premises for Morrisons.

8.5 The following UDP policies are relevant to the consideration of the application:

SP6 – Distribution of land for employment uses

SP7 - Priority to be given to enhancement of the City Centre and town centres

GP5 – General planning considerations;

GP11 – Sustainable Design Principles

E7 – Loss of Employment Land to other uses

N12 – Urban design principles;

N13 – Design of new buildings;

N19 – New buildings within or adjacent to conservation areas

N24 – Development abutting green belt, green corridors or other open land

N25 – Boundaries of sites to be designed in a positive manner

T2 – New development and highway safety;

T5 – Access for pedestrians and cyclists;

T6 – Provision for disabled people;
S5 - Criteria for out-of-centre major retail development (above 2,500 sq.m gross)
BD5 – New buildings, design and amenity;
LD1 – Landscape schemes

8.6 The Publication Draft of the Core Strategy was issued for public consultation on 28th February 2012 with the consultation period closing on 12th April 2012. The Core Strategy sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district. As the Core Strategy is in its early stages of formal consultation only limited weight can be afforded to any relevant policies at this point in time.

8.7 Supplementary Planning Guidance/Documents
Public Transport Improvements and Developer Contributions SPD.
Travel Plans SPD
Sustainable Design & Construction SPD “Building for Tomorrow Today”
Neighbourhoods for Living – minimum separation distances

8.8 Wetherby Conservation Area Appraisal:
The site lies adjacent to character area 3 – riverside area. The appraisal describes this area which lies to the south of the river as having open character of landscape and river views flanked by mature trees, making a considerable contribution to the character of the town. The appraisal goes on to state that the gateway associated with the former West Lodge of Wetherby Grange is a key landmark on the southern edge of the conservation area. One of the key characteristics identified for the area are the narrow views down Boston Road which emphasise the entrance to the town.

8.9 National Planning Policy and Guidance
PPS1 – Delivering Sustainable Development
PPS4 – Planning for Sustainable Economic Growth
- Practice guidance on need, impact and sequential approach
- Planning for town centres, guidance on design and implementation tools
PPS5 – Planning for the historic environment
PPG13 – Transport

8.10 Ministerial Statement – Planning for Growth, March 2011

9.0 MAIN ISSUES

1. Introduction
2. Retail Policy and principle of retail development
3. Design and layout, impact to character and appearance of conservation area
4. Landscaping
5. Highway issues
6. Impact to residential amenity
7. Drainage
8. Sustainability
9. Other matters

10.0 IDENTIFICATION OF MAIN ISSUES

1. Introduction

10.1 The site is at a gateway location to the entrance town of Wetherby and important to the setting and character of Wetherby as a market town. Development of this site is of strategic significance to the town and it is considered that key issues for Members

to consider relate to the nature of the development proposed on the site in terms of how it relates to the sites context as well as considerations relating to the proposed use and the relationship to the town centre and the impact on existing stores and traders which must be assessed against planning policy set out in PPS4 as well as the UDP Review 2006.

Retail Policy

10.2 National guidance on retail matters is set out in PPS4, issued in 2009. PPS4 provides national guidance on planning for sustainable economic growth. The main policies of PPS4 relevant to the consideration of this application are considered to be;

- Policy **EC10** provides guidance on determining planning applications for economic development and advises that planning authorities should take a positive and constructive approach towards applications for economic development and that applications should be assessed against the following impact considerations;
 - a) whether the proposal is planned to limit carbon dioxide emissions and resilience to climate change
 - b) the accessibility of the proposal by a choice of means of transport and the effect on local traffic levels and congestion after public transport and traffic management measures have been secured
 - c) Whether the proposal secures a high quality and inclusive design which takes opportunities to improve the character and quality of the area and the way it functions
 - d) The impact on economic and physical regeneration in the area
 - e) The impact on local employment
- Policy **EC14** sets out the requirements for supporting evidence for planning applications for main town centre uses and requires a sequential assessment under Policy EC15 and an impact assessment for developments over 2, 500 square metres as set out in policy EC16.
- Policy **EC15**: requires **sequential assessments** 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. This policy requires applicants to assess sites for availability, suitability and viability, assess all in centre options thoroughly before less central sites, it advises that sites need to be well connected to the centre with easy pedestrian access and applicants need to demonstrate flexibility in scale and reducing floorspace, in layouts and parking requirements. EC15.2 states that in considering whether flexibility has been demonstrated under policy EC15.1.d, local planning authorities should take into account any genuine difficulties which the applicant can demonstrate are likely to occur in operating the proposed business model from a sequentially preferable site.
- Policy **EC16**: sets out requirements for 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 and policy EC14.4 advises that an assessment addressing the impacts in policy EC16.1 is required for planning applications for retail and leisure developments over 2, 500 sq.m gross floorspace not in an existing centre and not in accordance with an up to date development plan.

- Policy **EC17**: deals with the consideration of planning applications for development of main town centre uses not in a centre and not in accordance with an up to date development plan and advises that permission should be refused where;
 - a) the applicant has not demonstrated compliance with the requirements of the sequential approach, or
 - b) there is clear evidence that the proposal is likely to lead to significant adverse impact (set out in policy EC10.2 and EC16.1)

Policy EC17.3 advises that judgements about the extent and significance of any impacts should be informed by the development plan (where this is up to date). Recent local assessments of the health of town centres which take account of the vitality and viability indicators included in Annex D of PPS4 and any other published local information will also be relevant.

- 10.3 In respect of the requirements of Policy EC15 and EC16 the site is located more than 300m from the boundary of the nearest identified centre - Wetherby. According to the PPS4 definition the site is classified as out of centre and must accord with the sequential assessment criteria set out in Policy EC15 of PPS4. Additionally, because the gross area proposed is more than 2,500 sq m it should also be assessed against the impact criteria set out in Policy EC16 of PPS4. A Retail Assessment has been submitted with the application (RA).
- 10.4 In terms of local policy within the development plan, the application should be assessed against policy S5 of the UDP Review 2006 which advises that major retail developments (above 2, 500 sq.m gross as set out at para 9.2.7) outside defined S1 and S2 centres will not normally be permitted unless;
- i. the type of development cannot satisfactorily be accommodated within or adjacent to an existing S1 or S2 centre;
 - ii. it can be demonstrated that it will not undermine the vitality and viability of the city centre or any S2 or local centre or prejudice the local provision of essential daily needs shopping. The policy goes on to advise that it will normally be necessary for the applicant to carry out a formal study of impact on nearby centres and an assessment of changes in travel patterns.
 - iii. It addresses qualitative and/ or quantitative deficiencies in shopping facilities
 - iv. It is readily accessibly to those without private transport
 - v. It does not entail the use of land designated for housing, key employment sites or land located in the green belt or open countryside.
- 10.5 Policy S5 is considered to be consistent with national guidance set out in PPS4.
- 10.6 The Council has commissioned independent retail advice from England & Lyle Planning Consultants who specialise in retail planning, to review the Retail Assessment (RA) undertaken by Turley Associates in support of the application.
- 10.7 In order to carry out the RA, Turley Associates commissioned a telephone household survey carried out in July 2011. The findings of the household survey are accepted by England & Lyle. The catchment area used by Turley Associates for the RA, which is based on typical trading characteristics of a Sainsbury's store, taking into account competing stores in neighbouring towns was agreed with Officers prior to the submission of the application.

1a. Sequential test

- 10.8 As the site occupies an out-of-centre location it is necessary for the applicant to carry out a sequential assessment of possible alternative sites in accordance with Policy EC15 of PPS4 as well as policy S5 of the UDPR. In order to assess impact and to undertake a sequential assessment the applicant's Retail Assessment (RA) defines a Primary Catchment Area (PCA) where it is considered that a store of this size would draw the majority (80%) of its trade. The catchment area includes Wetherby and Boston Spa S2 centres.
- 10.9 The applicant's RA concludes that neither the Council or the applicant's own research has identified any sequentially preferable sites for assessment within the agreed catchment area. Notwithstanding the assessment of sequential issues, it is still important to consider the relationship of the site and the proposed store to the town centre and the potential for linked trips.
- 10.10 Furthermore, representations have now been received from Morrisons who advise that they intend to extend and refurbish the existing store in Wetherby Town Centre to provide an additional (929sq.m) net sales to bring it in line with larger Morrisons stores. Morrisons are also working with the Council on proposals to improve and increase town centre car parking facilities by refurbishing the Hallfield Lane Lorry Park as a free town centre car park.
- 10.11 **Members are asked to note the above information regarding sequential test and further advice on this matter will be provided in the report when the application is brought back for determination. Comments from Members are sought regarding the relationship of the site to the town centre and potential for linked trips.**

1b. Impact

- 10.12 In relation to retail impact, England & Lyle have provided draft advice on the assessment of existing and predicted shopping patterns set out in the applicant's RA as well as predicted turnover and trade draw of the proposed store. After discussion with England & Lyle regarding the retail assessment, the applicant is to provide further information regarding growth rates and turnover efficiency and claw back from existing leakage outside of the identified catchment area.
- 10.13 **Members are asked to note that the assessment of the impact of the proposed development is ongoing and further advice will be reported when the application is brought back for determination.**
- #### 2. Design, layout and impact to conservation area
- 10.14 The site is considered to be an important site and gateway into Wetherby and borders the conservation area. It is necessary to consider whether the proposed development has regard to the importance of the site's context with regard to the setting of the conservation area and the approach into the market town of Wetherby.
- 10.15 Whilst the design of the store building incorporating gable features and use of stone and timber cladding has merit, the siting and use of the site in terms of size of the store, the relationship to the site boundaries, amount of landscaping provided and mass of car parking need to be considered. The proposed service yard is in a prominent location at the front of the site. The large scale service yard gates need to be considered and the service yard access will be visible from outside the site.

- 10.16 Although the existing hotel building at the site is not quite in character with Wetherby, it is a fairly recessive commercial building that maintains a sense of arrival on the approach into Wetherby and faces the main road frontage of the site. Regard should be had to whether the proposal for the new supermarket takes opportunities to enhance the character and quality of the area and local distinctiveness and the setting of Wetherby. The conservation area appraisal advises that one of the key ways to retain character for character area 3 is the retention of narrow views and sense of arrival traveling north on Boston Road as well as seeking opportunities to enhance the setting of positive buildings off Boston Road/ A1 link road.
- 10.17 The advice from the conservation officer is that the proposed development fails to have regard to the importance of the sites context with regard to the setting of the conservation area and the approach into Wetherby. The conservation officer also advises that the proposals also undermine the important positive/listed buildings that form an extremely important gateway into the Conservation Area and the town on Boston Road. It is considered that development of this site requires extensive landscaping within the site in order to lessen its impact upon this extremely important approach from Leeds. The character of which is rural, open countryside. It will also create a very poor environment to the properties of Grange View that are considered to be an Undesignated Heritage Asset whose setting and front aspect should be protected and enhanced. The proposal is therefore considered to be contrary to advice set out in PPS5.
- 10.18 The scheme has been considered by the Design Review Panel where it was considered that the siting of the building is forced into a corner and the edges of the site are not treated appropriately. The scheme relies on off site planting on highway land to the south along Wetherby Road and from third party land to the east.

The key issues where Members views are sought relate to the following considerations;

- **relationship to the setting of the conservation area and the approach into the market town of Wetherby**
- **notwithstanding retail policy considerations, comments are sought regarding the appropriateness of the site for a food store in terms of the approach into Wetherby**
- **The design of the store building and location of service yard and its prominence**
- **Layout and siting of the building and relationship to site frontage**
- **Parking provision across the site**
- **relationship to the site boundaries**

3. Landscaping

- 10.19 Further to the comments above regarding lack of landscape provision within the site, it is recognised that the scheme does retain some of the valuable trees at the site that are protected by a Tree Preservation Order. However the advice from the Landscape Officer is that there are concerns that the scheme is still too intensively built out to the extremes of the site resulting in physical pressure on retained trees, negating any potential for screening or breaking up the scale of the car park. There are concerns that the car parking dominates the proposal and the car park itself needs to provide screening and landscape breaks with trees and shrubs as well as variations in surface treatments.

- 10.20 The service yard is positioned at a prominent location at the front of the store, and there are also concerns regarding pressure from the service yard retaining walls on the trees that are proposed for retention. Consideration does not appear to have been given to the root protection areas and it is likely that the retaining structures will impact on root protection areas.
- 10.21 The Landscape Officer has also raised concerns regarding impact of the building on the developing large woodland belt to West side (A1, G5) which is too close to the store building and there are concerns that the existing planted area outside the site to the west may be under threat from the proposed level changes and internal retaining walls within the site.
- 10.22 There are also multiple impacts to trees on the East side of the site from construction of footpaths and walls and the proposals are also inconsistent regarding some trees shown for both removal and retention (T5, T8).
- 10.23 In terms of the proposed planting within the landscape scheme, the species proposed are not considered appropriate in certain areas e.g. the northern buffer to the houses. Medium and small tree species should be considered to avoid impacting on gardens. Leeds City Council guidance "Guideline Distances from Development to Trees" recommends a distance of 20m to main gardens from the species proposed in the planting (Alder, common lime, Oak). A distance of 8.5m is proposed.
- 10.24 Notwithstanding that the proposal relies on offsite planting within the highway, the offsite verge planting is not considered to be of the right character even if it were proven to be feasible to plant in this location.
- 10.25 **Members views are sought on the proposed landscape treatment of the site and in particular the amount of landscaping provision within the site and relationship to boundaries.**

4. Highways

- 10.26 The Highways Agency have advised that the application will not have a significant impact on the strategic network.
- 10.27 Metro have raised concerns regarding public transport accessibility and lack of adequate proposals from the applicant to improve accessibility. The Travelwise Officer and the Highways Agency have raised concerns regarding the submission of only a travel plan framework, and advise that a detailed travel plan should be provided.
- 10.28 The Highway officer also raises concerns regarding the accessibility of the site and potential for a development that is overly reliant on car borne customers. The bus services to the site are limited and whilst the applicant proposes a free bus service this is also limited to 2 days a week and twice a day and the Highway Officer advises does not compensate for inadequate public services.
- 10.29 Further assessment is required regarding the likelihood of linked trips to main retail centre of Wetherby
- 10.30 In relation to parking provision for the store there is a shortfall of 53 spaces or approx 20% below the maximum UDPR standards and Highway Officers advise that in this location the starting point should be a maximum provision should be sought.

Parking accumulation surveys are required and further information regarding trip rates.

- 10.31 There are also concerns that no staff parking is proposed to be provided which could result in parking on Micklethwaite Grove from staff or shoppers and measures would need to be put in place to discourage people from parking in this area in the interests of road safety.
- 10.32 There are highway concerns regarding the location of the proposed service yard and proximity to Wetherby Road which could causing vehicles backing up onto Wetherby Road
- 10.33 Further information is required from the applicant regarding the signaled controlled junction access proposed and regarding the traffic assumptions in the Transport Assessment in terms of the relationship between site access and Boston Road as well as clarification regarding the various junction analysis carried out by the developer's highway consultant.
- 10.34 **Members are asked to note the comments from Highway Officers and METRO and provide any further feedback on the highway issues.**

5. Impact to residential amenity
Micklethwaite Grove;

- 10.35 The application proposes to site the building onto part of the site which is currently grassed and open. There will therefore clearly be a change in terms of the relationship of residential properties on Micklethwaite Grove with the site. The proposed store building will be sited some 8.5m from the boundary with rear gardens. Planting is proposed in this strip of land as a buffer between the residential properties and the store. The proposed building will be set down by approximately 1.3m below the level of the gardens. The resultant relationship will therefore be a building height of 5.5m at a distance of 19.5m from the rear of No's 23 – 39 Micklethwaite Grove and 8.5m away from rear garden boundaries. Planting is proposed to screen the side/ blank elevation of the store from the outlook of these residential properties either from habitable room windows or from within the gardens.
- 10.36 The height of the store building rises to 11.3m some 40m away from the rear gardens of Micklethwaite Grove properties.
- 10.37 The store car parking along the northern boundary comes closer to No's 1 – 15 Micklethwaite Grove than the existing car park for the hotel at a distance of some 3m. The Environmental Health Officer has considered the noise report submitted by the applicant and considers that at the nearest noise sensitive premises noise from the use of the car park will be of a similar level to the ambient noise from road traffic so will result in a marginal increase and also not exceed the WHO guidance level during the daytime with the provision of a 1.8m acoustic fence around the boundary of the site.
- 10.38 However, on the basis of existing noise levels at the site, which increase between the hours of 0700 and 2200 it is recommended that the store should be restricted to closing at 2200 rather than 2300 as proposed on the basis that noise from the store after this time will not be masked so well by ambient traffic noise.

Micklethwaite View

- 10.39 The relationship to these properties is similar to the relationship of the hotel which has a car park sited to the rear of these properties. The proposal includes the erection of a 1.8m wall set off from a footpath which provides access to residents car parking which is maintained within the site. The main elevation of the supermarket faces towards these properties at a distance of some 68m.

Grange View

- 10.40 These properties currently face onto the single storey element of the existing hotel building with just an open low boundary fence. The proposed supermarket will remove the built development from this part of the site and open it up as car parking. A 1.8m boundary wall is proposed around residents parking spaces and access provided from the supermarket car park. The wall is set off from the boundary with Grange View properties by approximately 6m. As set out above, the Environmental Health Officer advises that noise from traffic within the car park will not be detrimental to residential amenity when set against ambient noise from road traffic.

Boston Road

- 10.41 The relationship to No's 10 and 12 Boston Road maintains car parking adjacent to these residential boundaries. Again, the Environmental Health Officer advises that there will be no harm to amenity as a result of traffic within the site. The building itself is significantly further away from the rear of these properties than the existing hotel.

- 10.42 **Members are asked to comment on the relationship of the proposed supermarket and car parking to residential properties.**

6. Drainage

- 10.43 The Environment Agency advise that the applicant has failed to submit an acceptable FRA and fails to adequately detail how surface water run-off will be managed, in order to avoid increasing the flood risk to property downstream. There must be no increase in surface water runoff from the site. As a minimum the Agency would want to see any surface water discharge from greenfield areas restricted to the existing greenfield runoff rate. If not calculated, then the greenfield run-off from a 1 in 1 year storm (1.4l/s/ha) should be used. For the brownfield areas, the Agency would want to see as a minimum a 30% plus climate change reduction in surface water discharge. It is understood that the applicant has discussed the flood risk assessment and additional information with the Environment Agency and further information is expected.

7. Sustainability

- 10.44 In accordance with the Council's sustainable construction SPD the applicant has submitted a '*Sustainability, Renewable Energy and Energy Efficiency Assessment*'. The Sustainability Officer has advised that the Authority has a minimum target of a BREEAM Very Good standard, with the expectation that developers will aspire to BREEAM Excellent standards. The applicant needs to provide a commitment and confirmation of which standard they intend to attain.
- 10.45 The proposals detailed in the '*Sustainability, Renewable Energy and Energy Efficiency Assessment*' document takes on board the target of reducing CO2 emissions by 20%, and of meeting 10% of on site power requirements through the use of Low and Zero Carbon (LZC) technologies.
- 10.46 The applicant's '*Sustainability, Renewable Energy and Energy Efficiency Assessment*' sets out that the proposed bio mass plant and air source heat pumps together with the photovoltaic installation and sunoptics roof lights would reduce the

store's energy consumption through fossil fuels by approximately 36%, this is supported subject to confirmation is required that the applicant will install CO2 refrigeration in this store and that they will be providing rainwater harvesting at this store. It is considered that a Site Waste Management Plan is required prior to any work starting on site and this could be a condition. Details of customer bring-system recycling facilities on the site, for paper, glass, plastic bottles/ cans, shoes, books, etc should be required by condition.

10.47 **Comments from Members are sought with regards to whether the sustainability measures are considered appropriate.**

11.0 CONCLUSION

11.1 In terms of the principle of an out of centre supermarket in this location further advice is awaited regarding the independent review of the applicant's retail assessment provided by England & Lyle on behalf of the Council in relation to the retail policy set out in PPS4.

11.2 Early feedback from Members is sought regarding the relationship of the site to the town centre and potential for linked trips, the design, layout and landscaping issues relating to the proposed supermarket use and the setting of the conservation area and approach into Wetherby.

11.3 Members views are also sought regarding the relationship to neighbouring residents of the site.

11.4 The questions set out below are raised in this report;

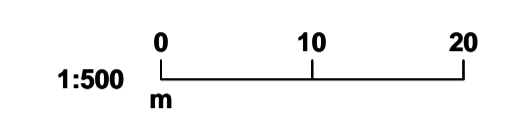
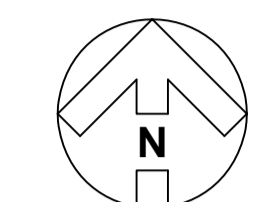
- Comments from Members are sought regarding the relationship of the site to the town centre and potential for linked trips.
- relationship to the setting of the conservation area and the approach into the market town of Wetherby
- notwithstanding retail policy considerations, comments are sought regarding the appropriateness of the site for a food store in terms of the approach into Wetherby
- The design of the store building and location of service yard and its prominence
- Layout and siting of the building, car park and relationship to site frontage
- relationship to the site boundaries
- Members views are sought on the proposed landscape treatment of the site and in particular the amount of landscaping provision within the site and relationship to boundaries.
- Accessibility and parking provision
- Members are asked to comment on the relationship of the proposed supermarket and car parking to residential properties.
- Comments from Members are sought with regards to whether the sustainability measures are considered appropriate.

Background Papers:

Application and history files.

Certificate of Ownership – Certificate B, notice served on Mr S Hardman, Jupiter Hotels

NOTES:
 THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.
 DO NOT DIMENSION FROM THIS DRAWING.
 FIRE STRATEGY SUBJECT TO DESIGN DEVELOPMENT
 PROPOSED LEVELS SUBJECT TO DESIGN DEVELOPMENT
 DRAINAGE STRATEGY SUBJECT TO DESIGN DEVELOPMENT



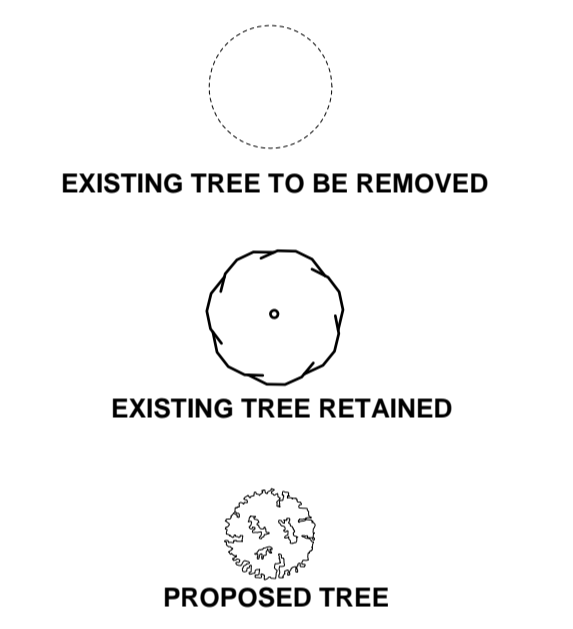
STORE AREAS

NET SALES (CC) AREA	25,264 sq.ft. / 2,347 sq.m.
TOTAL GROSS INTERNAL AREA	44,245 sq.ft. / 4,111 sq.m.
TOTAL GROSS EXTERNAL AREA	45,693 sq.ft. / 4,245 sq.m.

CAR PARKING NUMBERS

STANDARD	217
DISABLED	14
PARENT AND CHILD	10
RESIDENT PARKING	13
TOTAL	254

AREA DESIGNATED FOR MOTORCYCLES
 4 SHEFFIELD CYCLE STANDS (8 SPACES)



REFER TO LANDSCAPE DRAWINGS FOR FURTHER INFORMATION

REVISION: E	BY: SR	CHECKED:	DATE: 03/01/2012
Wall to Eastern boundary amended following residents comments			
REVISION: D	BY: SR	CHECKED:	DATE: 24/11/2011
Additional parent and child space added			
REVISION: C	BY: SR	CHECKED:	DATE: 10/11/2011
GOL removed, Domestic and JSR relocated at grade			
REVISION: B	BY: SR	CHECKED:	DATE: 21/10/2011
Notes amended, Car parking and landscaping amended			
REVISION: A	BY: SR	CHECKED:	DATE: 18/10/2011
Sales area size revised, Car parking and landscaping amended			
REVISION: *	BY: SR	CHECKED:	DATE: 17/08/2011
INITIAL ISSUE			

PLANNING

PLOT DATE:

Sainsbury's

CLIENT: **NEW STORE WETHERBY WETHERBY ROAD**

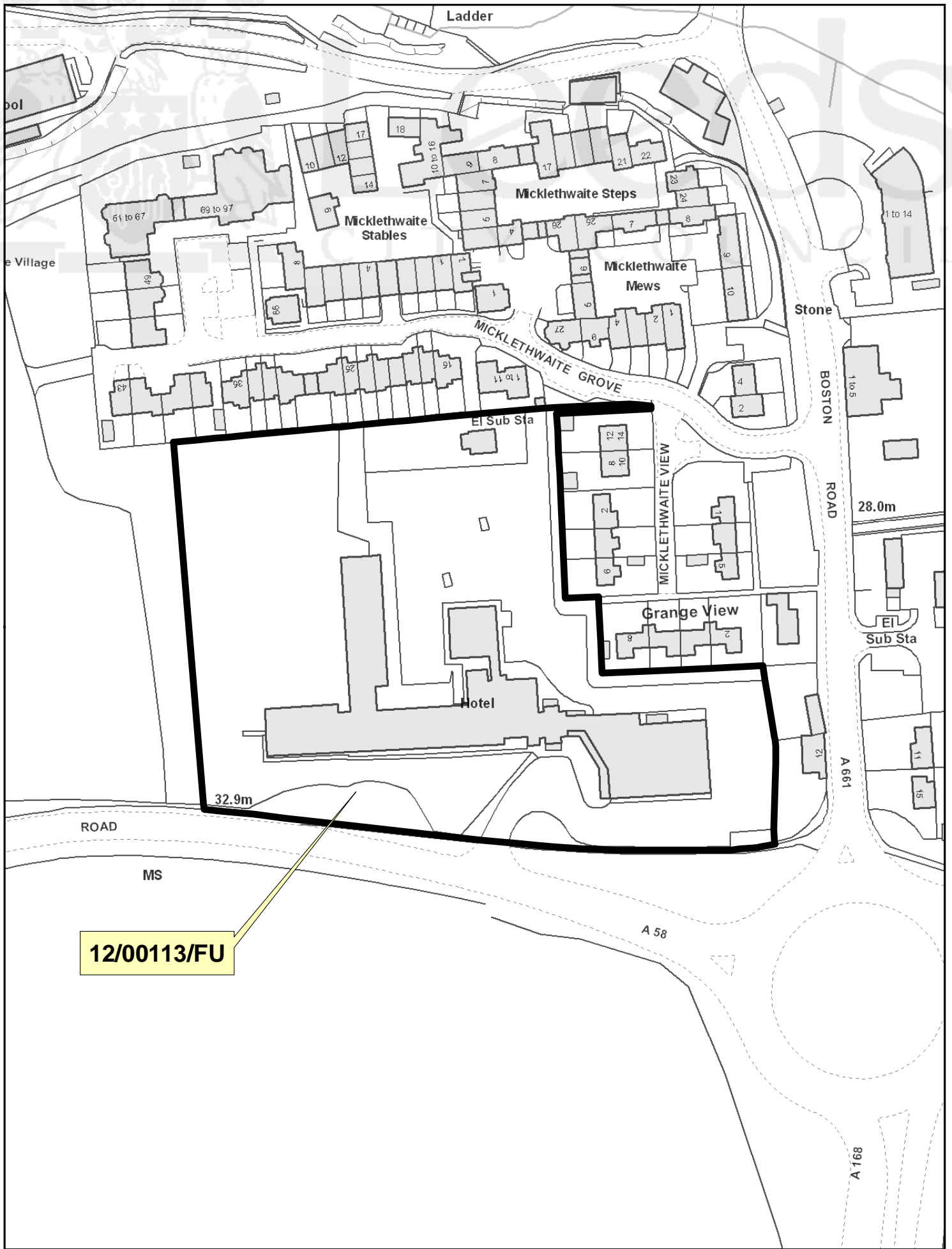
PROJECT: **PROPOSED SITE PLAN**

DRAWING: **SR** SCALE: **1:500** DATE: **MAY 2011**

Hadfield Cawkwell Davidson

17 Broomgrove Rd, Sheffield, S10 2LZ. T 0114 266 8181 F 0114 266 6246 www.hcd.co.uk
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 S:\Architecture\2009-231\Drawings\Plot Sheets\Planning\A-PL-03_Proposed Site Plan.dwg ©HCD





EAST PLANS PANEL

