



SOUTH AND WEST PLANS PANEL

**Meeting to be held in Civic Hall, Leeds on
Thursday, 19th March, 2020
at 1.30 pm**

MEMBERSHIP

Councillors

B Anderson
K Brooks
C Campbell
C Gruen (Chair)
S Hamilton
J Heselwood
D Ragan
J Shemilt
P Wray
R Finnigan

A G E N D A

Item No	Ward	Item Not Open		Page No
1			APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS To consider any appeals in accordance with Procedure Rule 15.2 of the Access to Information Rules (in the event of an Appeal the press and public will be excluded) (*In accordance with Procedure Rule 15.2, written notice of an appeal must be received by the Head of Governance Services at least 24 hours before the meeting)	
2			EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC 1 To highlight reports or appendices which officers have identified as containing exempt information, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report. 2 To consider whether or not to accept the officers recommendation in respect of the above information. 3 If so, to formally pass the following resolution:- RESOLVED – That the press and public be excluded from the meeting during consideration of the following parts of the agenda designated as containing exempt information on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information, as follows:- No exempt items or information have been identified on the agenda	

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3			LATE ITEMS To identify items which have been admitted to the agenda by the Chair for consideration (The special circumstances shall be specified in the minutes)	
4			DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS To disclose or draw attention to any disclosable pecuniary interests for the purposes of Section 31 of the Localism Act 2011 and paragraphs 13-16 of the Members' Code of Conduct.	
5			APOLOGIES FOR ABSENCE	
6			MINUTES - 13 FEBRUARY 2020 To confirm as a correct record, the minutes of the meeting held on 13 February 2020	9 - 20
7	Adel and Wharfedale		APPLICATION 18/04343/RM - LAND TO THE EAST OF OTLEY ROAD, ADEL, LEEDS To receive and consider the attached report of the Chief Planning Officer regarding a reserved matters application for residential development (Use Class C3) for up to 100 dwellings and land reserved for primary school with construction of vehicular access from Otley Road to the north west and Ash Road to the South, areas of open space, landscaping, ecology treatments and associated works.	21 - 44
8	Otley and Yeadon		APPLICATION 19/06632/FU - CT CARS GARAGE, ADJACENT HIGHFIELD STABLES, CARLTON LANE, GUISELEY, LEEDS To receive and consider the attached report of the Chief Planning Officer regarding an application for the demolition of car storage facility and construction of a dwelling.	45 - 56

Item No	Ward	Item Not Open		Page No
9	Kirkstall		APPLICATION 19/07827/RM - LAND TO THE SOUTH OF THE RIVER AIRE (PLOTS K3/K4), KIRKSTALL FORGE, ABBEY ROAD, KIRKSTALL To receive and consider the attached report of the Chief Planning Officer regarding a reserved matters application for two eight storey office blocks (B1A) with ancillary commercial space (B1A and/or A1 and/or A3 and/or A4 and/or A5) and a multi-storey car park.	57 - 78
10	Beeston and Holbeck		APPLICATION 19/03367/FU - LAND OFF MOORHOUSE AVENUE AND OLD LANE, BEESTON, LEEDS To receive and consider the attached report of the Chief Planning Officer regarding an application for 49 residential dwellings (Use Class C3) with associated internal access road, car parking and landscaping.	79 - 84
11			DATE AND TIME OF NEXT MEETING Thursday, 30 April 2020 at 1.30 p.m.	

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			<u>Third Party Recording</u> Recording of this meeting is allowed to enable those not present to see or hear the proceedings either as they take place (or later) and to enable the reporting of those proceedings. A copy of the recording protocol is available from the contacts named on the front of this agenda. Use of Recordings by Third Parties– code of practice a) Any published recording should be accompanied by a statement of when and where the recording was made, the context of the discussion that took place, and a clear identification of the main speakers and their role or title. b) Those making recordings must not edit the recording in a way that could lead to misinterpretation or misrepresentation of the proceedings or comments made by attendees. In particular there should be no internal editing of published extracts; recordings may start at any point and end at any point but the material between those points must be complete.	
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a)				
b)				

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To all Members of South and West
Plans Panel

Planning Services

The Leonardo Building
2 Rossington Street
Leeds
LS2 8HD

Contact: Steve Butler
Tel: 0113 224 3421
steve.butler@leeds.gov.uk

Our reference: SW Site Visits
Date: 05/03/2020

Dear Councillor

SITE VISIT – SOUTH AND WEST PLANS PANEL – THURSDAY 19th March 2020

Prior to the meeting of the South and West Plans Panel on Thursday 19th March the following site visit will take place:

Time		
Depart Civic Hall 10.40		
Arrive 11.10 - Depart 11.30	19/06632/FU – Demolition of car storage facility and construction of a dwelling at CT Cars Garage adjacent Highfield Stables, Carlton Lane, Guiseley	
12.00	Return Civic Hall	

Please notify Steve Butler (Tel: 3787950) if this should cause you any difficulties as soon as possible. Otherwise please meet in the Ante Chamber at 10.30 am.

Yours sincerely

Steve Butler
Group Manager
South and West

www.leeds.gov.uk

general enquiries 0113 222 4444



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SOUTH AND WEST PLANS PANEL

THURSDAY, 13TH FEBRUARY, 2020

PRESENT: Councillor C Gruen in the Chair

Councillors B Anderson, K Brooks,
C Campbell, S Hamilton, J Heselwood,
P Wray and D Blackburn

63 Declarations of Disclosable Pecuniary Interests

There were no declarations of disclosable pecuniary interests.

With regard to Agenda Item 9, Application 19/05843/FU – Unit 12, Moorfield Business Park, Moorfield Close, Yeadon; Councillor Campbell informed the Panel that he would be speaking in objection to the application and would not be taking part in the voting for this item.

With regard to Agenda Item 10, Application 19/02597/FU – Land off Moseley Wood Gardens, Cookridge; Councillor Anderson informed the Panel that he would be speaking in objection to the application and would not be taking part in the voting for this item.

64 Apologies for Absence

Apologies for absence were submitted on behalf of Councillors R Finnigan and D Ragan.

Councillors D Blackburn and M Shahzad were in attendance as substitutes.

65 Minutes - 16 January 2020

RESOLVED – That the minutes of the meeting held on 16 January 2020 be confirmed as a correct record.

66 Application 19/04309/FU - 47 Westover Road, Bramley, Leeds, LS13 3PB

The report of the Chief Planning Officer presented an application for alterations to basement level to form a new bay window and two light wells to side and rear at 47 Westover Road, Bramley, Leeds.

The application had been considered at the Panel meeting held in January 2020 when it had been deferred to allow Members opportunity to visit the site.

Members visited the site prior to the meeting and site plans and photographs were displayed throughout the discussion of the application.

The following was highlighted:

- There had been a further written representation from a local Ward Councillor reiterating previous comments about the application facilitating the use of the property as a HMO.
- Further to concerns regarding the impact of the property becoming an HMO Members were reminded that the use of the property as a 6 bedroom HMO was allowed without.
- The basement of the property could be used for residential purposes without the application.
- The key issue for consideration was the impact of the light wells on the character and appearance of the building and of the conservation area.
- Approval would improve amenity for residents and the application was recommended for approval.

In response to comments and questions, the following was discussed:

- Planning permission would be required to increase the property to a 7 bedroom HMO.
- Concern regarding the amount of light that the actual light wells would let in. The windows proposed replicated those that were already there.
- A condition could be added to remove permitted development rights.

RESOLVED – That the application be approved in accordance with the officer recommendation and conditions outlined in the report.

67 Application 19/03367/FU - Land off Moorhouse Avenue and Old Lane, Beeston, Leeds

The report of the Chief Planning Officer referred to an application for 41 dwellings and 8 apartments (Use Class C3) with associated internal access, car parking and landscaping at land off Moorhouse Avenue and Old Lane, Beeston, Leeds.

The application had been considered at the previous meeting when it had been deferred to allow officers to bring the application back to seek detailed reasons for refusal.

Following the last meeting, Officers had formulated reasons for refusal due to the lack of affordable housing, greenspace and small garden sizes. The applicant was now in discussion with a registered social landlord to deliver a 100% affordable housing scheme on the site. This would include greenspace contributions and towards bus stop improvements.

It was now recommended that the application be deferred for a three month period to develop a revised scheme and if not then refusal be deferred.

In response to comments and questions, the following was discussed:

- The applicant had an extension of time agreed till the end of March. Following this there was potential for the sale of the land to fall through.
- A fresh application would extend time limits due to issues such as re-advertising of the application.
- There had been some further progress on layout and landscaping.
- Further to questions regarding viability, the applicant's representative addressed the Panel. The scheme would now be delivered on behalf of a housing association who would be eligible for grant funding. Further consideration would be given to garden sizes and the scheme would be policy compliant in relation to affordable housing and the greenspace contribution. The applicant would work with Ward Councillors with regard to delivery of the off-site greenspace contribution.
- Members were supportive of a 100% affordable housing scheme.

RESOLVED – That the refusal be deferred for a 3 month period to allow the applicants time to revise the application (partnered with a social registered landlord, to provide a 100% affordable housing scheme). Should such negotiations prove unsuccessful, delegate the refusal of the application to officers for the following reasons:

- 1) The offered commuted sum of £135,000 is insufficient to provide both an adequate commuted sum for the provision of green space and an affordable housing contribution. The proposal would be contrary to policy H5 of the adopted Core Strategy or both policies H5 and G4 of the adopted Core Strategy
- 2) Local Planning Authority considers that the proposal constitutes over-development of the site, due to the lack of on-site green space and small private (rear) garden areas which would offer the future occupiers a poor level of amenity on plots 5, 6, 7, 45 and 46. The proposal is therefore considered to be contrary to Policy P10 and G4 of the Core Strategy and saved policies GP5 and BD5 of the Leeds Unitary Development Plan and the adopted SPG 'Neighbourhoods for Living – A Residential Design Guide'.

68 Application 19/05843/FU - Unit 12, Moorfield Business Park, Moorfield Close, Yeadon

The report of the Chief Planning Officer presented an application for the change of use of offices (B1) to a dental practice (D1) at Unit 12, Moorfield Business Park, Moorfield Close, Yeadon.

Members visited the site prior to the meeting and site plans and photographs were displayed and referred to throughout the discussion of the application.

Further issues highlighted in relation to the application included the following:

- The application had been referred to Panel at the request of a local Ward Councillor.
- The application related to the ground floor of an existing office unit.

- Details of additional parking and bicycle storage.
- There would be 5 full time staff.
- There was 22 parking spaces on site which would leave 15 spaces for the dentist's surgery.
- The proposals complied with policy with regards to change of use.
- The proposals were policy compliant with regards to car parking.
- Landscaping – trees would remain, there would be some hedging lost but this was balanced with the addition of bicycle storage for sustainable travel.
- The application was recommended for approval.

A local Ward Councillor addressed the Panel with objections to the application. These included the following:

- Change of use – this was a different type of use compared to others on the site.
- Parking – parts of the site were heavily parked up and there was concern that people would park on nearby residential streets.
- Confusion as to whether the application was policy compliant with regard to car parking and concern regarding the loss of greenspace for additional parking spaces and potential damage it would cause to an existing tree.
- In response to questions it was reported that Ward Councillors did get complaints regarding parking on nearby streets. There were also concerns regarding the loss of greenspace and the impact on policies relating to climate change.

The applicant's representative addressed the Panel. The following was highlighted:

- Parking – discussions with Highways had stated that 12 spaces were acceptable with regards to the operation of the practice.
- The site was office and industrial and there was residential in the area.
- The applicant would not have applied for the site if it was thought not to be suitable.
- There would be electric vehicle charging points and storage for 10 bicycles.
- Environmental impacts – there would be small changes to landscaping and protection for the roots of trees could be achieved through conditions to the application.
- In response to questions, the following as discussed:
 - There had been an assessment with regards to the tree.
 - There would be signage for patient's parking spaces and patients would be notified of arrangements when booking appointments.
 - There was pedestrian access and public transport links. This had been considered as part of the NHS bid for the practice. The applicant would be willing to make improvements for more direct pedestrian access.
 - The proposals for cycle storage had been suggested by Highways. The applicant felt that so many was not necessary.

- The tandem parking spaces would be for the use of staff.
- The electrical charging point was included at the request of highways. The Highways Officer reported that this was in accordance with policy and that with regards to cycle storage this would only be one space to three members of staff.

In response to comments and questions from the Panel, the following was discussed:

- There was no requirement for a biodiversity gain.
- Concerns regarding pedestrian and public transport access – it was reported that a condition could be made for pedestrian access from High Street.
- Further to concerns on loss of greenspace, it was reported that cycle storage could be reduced and additional planting could be introduced.
- The applicant would be willing to have a reduced number of parking spaces.
- Concern that pedestrian access was not suitable for wheelchair users.
- Monitoring and enforcement of parking – it was suggested that a condition could be added to the application for the submission of a travel plan.

A motion was made to defer and delegate the approval with additional conditions relating to the following:

- Pedestrian access that was DDA compliant
- Landscaping
- Reduction of the proposed cycle storage
- Removal of the tandem parking spaces
- Submission of a travel plan

RESOLVED – That the application be approved in principle with decision deferred and delegated to the Chief Planning Officer subject to the following:

- Additional condition to secure pedestrian access through wall from High Street and ensuring path DDA compliant in surfacing etc.
- Submission of plan showing additional landscaping to South East corner of greenspace.
- Submission of revised plan showing removal of 2 Tandem parking spaces.
- Submission of Plan showing Cycle store reduced to 5 spaces maximum.
- Personal permission to applicants Expert Orthodontics Ltd to ensure use cannot be more intensive.
- Condition requiring submission of Travel Plan.

69 Application 19/02597/FU - Land off Moseley Wood Gardens, Cookridge, Leeds 16 and Application 19/02598/FU - Land off Cookridge Drive, Cookridge, Leeds

Draft minutes to be approved at the meeting
to be held on Thursday, 19th March, 2020

The reports of the Chief Planning Officer presented the following:

- An application for 61 dwellings with associated infrastructure including public open space and landscaping (access through Phase 1 from Moseley Wood Rise) at land off Moseley Gardens, Cookridge, Leeds.
- An application for a new vehicular access from Cookridge Drive to Phase 2 of Moseley Green development at land off Cookridge Drive, Cookridge, Leeds

Members visited the sites prior to the meeting and site plans and photographs were displayed and referred to throughout discussion of the applications.

Further issues highlighted in relation to the applications included the following:

Application 19/02597/FU:

- Phase 1 of the Moseley Green development was partially complete.
- A proposed layout was displayed.
- There would be a formal public open space to the west of the site and further greenspaces to the northern and southern boundaries.
- There had been objections relating to drainage and flood risk submitted in relation to Phase 1 proposals previously. The proposals would be similar to those at Phase 1 and the measures had worked successfully on that phase.
- There would be a mix of detached and semi-detached properties with one block of three.
- There would be 21 affordable housing units.
- Additional representations had been received but had been covered in previous representations.
- Principle of development of the site had been established through the Site Allocation Plan and the proposals would contribute to delivery of the housing supply.
- The developer had held consultations with the local community.
- There was no planning policy requirement for a second vehicular access.
- There would be improved bus stops and a sustainable travel contribution
- The affordable housing offer met policy requirements.
- House and garden sizes were policy compliant
- There would be a loss of 3 trees but 47 new trees would be planted
- The development would be compliant with Policies EN1 and EN2
- There was an acceptable drainage solution
- The application was recommended for approval.

Application 19/02598/FU

- The proposal for a second vehicular access would mean the loss of woodland.

- The loss of woodland and wildlife habitat outweighed the need for a second vehicular access.
- The application was recommended for refusal.

A local Ward Councillor addressed the Panel with concerns and objections to the application. These included the following:

- It was acknowledge that there was a good working relationship with the developer.
- Reassurance as sought that there would be hedging/fencing to the pathway at the back of Cookridge Drive.
- Was there enough tree planting.
- Concern regarding the proposed park and ride facility for the parkway station. Should there be limitations on parking?
- Road surface on Moseley Wood Gardens – This would not be resurfaced till works were completed. The developer had offered to contribute towards to repairs prior to this.
- A request for Ward Councillors to be involved in the development of the construction management plan.
- In response to questions, the following was discussed:
 - Ward Councillors had already had discussions with the developer regarding involvement in the construction management plan and would like this to be a condition to the application.
 - The proposals for flood management were felt to be suitable.

The applicant's representative addressed the Panel. The following was discussed:

- The second access was not supported by the developer.
- There was an adequate walking/cycle connection.
- There would be a considerable Community Infrastructure Levy contribution.
- In response to questions, the following was highlighted:
 - There would be hedging/fencing to the walkway and would be happy for this to be a condition of the application.
 - Tree planting – this was addressed by landscaping conditions.
 - The developer had no objection to repairs to Moseley Wood gardens but would require an updated survey of the road condition.
 - Ward Councillors would be invited for future discussion on the construction management plan proposals.
 - The house types would maintain the blend from Phase One of the development.

In response to Members questions and comments, the following was discussed:

- The proposed Parkway Station was at a very early stage and the pedestrian route was not specific. There were no proposals regarding the management of parking at this stage and it would be unreasonable to impose a condition on the developer with regard to this.
- Concern regarding the layout and distribution of affordable housing units – it was felt that an appropriate balance had been made and further amendments to the layout could have an impact on other issues including garden sizes.
- Members broadly welcomed the scheme and the fact that it met policy requirements and also agreed with the refusal of a second access.

RESOLVED –

(1) Application 19/026597/FU

That the application be deferred and delegated to the Chief Planning Officer subject to the conditions outlined in the report and the completion of a Section 106 agreement to cover:

- 1) Affordable housing provision – 8 intermediate and 13 social rented houses
- 2) Management and future maintenance of green space areas
- 3) Travel plan and management fee (£3,000)
- 4) Bus stop contribution of £10,000 towards bus stop 11740
- 5) Sustainable travel contribution of £30,530.30
- 6) Additional measures to Biodiversity Enhancement Management Plan for woodland area to the north
- 7) Local employment during the construction phase

(2) Application 19/02598/FU

That the application be refused in accordance with the officer recommendation.

70 Preapp/19/00257 - Carlton Hill, Sheepscar, Leeds, LS7 1JA

The report of the Chief Planning Officer presented a pre-application for a new 604 bed purpose built student accommodation and associated external works and landscaping at Carlton Hill.

Members visited the site prior to the meeting and site plans and photographs were displayed and referred to throughout the presentation.

The following was highlighted:

- The proposals were for replacement of the existing student accommodation at the site.
- The proposals would provide affordable quality accommodation for students and had the full support of the University of Leeds.

- The whole site would be redeveloped and existing buildings would be replaced.
- The proposed new building would be 15 storeys at the south of the site and 6 storeys at the north.
- Vehicular access would be from Carlton Hill.
- There would be courtyard areas and roof top terraces.
- Existing pedestrian access would be retained.
- There had been significant negotiations between planning officers and the developer. The original scheme had presented a 23 storey building.

The applicant's representatives addressed the Panel. The following was highlighted:

- It was hoped to have the development ready for the beginning of the 2022/23 academic year.
- The proposals had been designed with the interests of student wellbeing.
- There had been negotiation with planning officers regarding the positioning of the proposed buildings within the site and the relationship with the adjacent primary school.
- Wind and shading analysis work had been carried out.
- There were unique design elements which included a fully landscaped courtyard and sky gardens.
- There were sustainable features – the building was fully powered by electric and there would be use of photovoltaics.
- Bedrooms would be oversized at 20% over the minimum standards.
- The applicant had worked closely with the University of Leeds during the development of the proposals.
- The applicant provided accommodation for over 3,000 students in Leeds.
- The accommodation was intended for undergraduate students.
- There would be no onsite parking other than disabled spaces and it would be a pedestrian site.

In response to comments and questions from the Panel, the following was discussed:

- Social spaces would include a large foyer, lounges, kitchens and sky gardens. There would be space for social events.
- Kitchens would have washing facilities. There would not be a specific laundry.
- Other communal facilities would include a small gym and event spaces.
- The site would remain open and be used as a thoroughfare.
- The shading analysis had shown that there would be no overshadowing during the summer months and during the winter there would only be shading of the bottom half of the school playing fields.
- The site would be covered by a monitored CCTV system and there would be a 24 hour security presence.

- Building materials – it was intended to use reconstituted stone with glazing and panels to give a sophisticated but simple effect.
- There would be pick up and drop off points within the site and managed arrangements would be in place for arrivals and departures at the beginning and end of term.
- There were no plans for any blue infrastructure within the landscaping.
- In response to questions outlined in the report, the following was discussed:
 - Members considered the proposed use of the site for student accommodation as acceptable.
 - Members agreed that the living conditions within the student accommodation would be acceptable.
 - Members considered that the proposed mass and form of the development and its relationship with the surrounding area was acceptable. It was expressed that shadowing should be minimal.
 - It was considered that the development should deliver improvements to the pedestrian environment in the area beyond the immediate periphery of the site and that there should be improvements to the pedestrian crossing on the ring road.

RESOLVED – That the presentation and discussion be noted.

71 Preapp 19/00645 - Land North of Clay Pit Lane, Sheepscar, Leeds

The report of the Chief Planning Officer presented a pre-application presentation for a residential development at land north of Clay Pit Lane, Sheepscar, Leeds.

The site was currently subject to an appeal against the non-determination of a previous application that had been considered by the Panel in December 2019 when there were concerns regarding the loss of the mound of , over dominant out of character development, extensive tree loss and the build to rent model.

The pre-application to be presented was the result of further negotiations with the applicant and response to previous concerns of the Panel.

Members were informed of the following amendments to the report:

- Space standards – the applicant confirmed that minimum standard requirements would be met.
- The affordable housing requirement would be 7% or 20% at discount market rent value.
- The applicant had confirmed that there would be 12.5% affordable housing.
- The Section 106 agreement would be a minimum of 12.5% affordable with 20% for the first two years rising to 50% if market conditions permitted subject to viability.

The applicant's representative addressed the Panel. The following was highlighted:

- The footprint of the proposed building on the site had been reduced by 36%. This would enable a 50% retention of the bund and reduced tree loss. There would also be an enhanced green buffer to Clay Pit Lane.
- The scale and massing of the proposals were in comparison to nearby buildings.
- All units would meet minimum space standards.
- Wind tunnel testing had been carried out.
- Affordable housing would be provided through a registered social landlord.
- It was hoped to start any development in August 2020 with completion in 2022.

In response to Members comments and questions, the following was discussed:

- The proposals were an improvement on the previous presentation.
- Semi-mature trees would be preferred for replacement tree planting.
- Concern regarding the design - it was reported that there was still further work to do on the design and the final design would be as high quality as possible.
- Concern that the building was still too large.
- There would be public consultation.
- In response to questions outlined in the report, the following was discussed:
 - Concerns about the design, height and relationship to other properties.
 - Members were comfortable with the affordable housing offer.
 - Concern remained with loss of trees and partial loss of the bund.
 - More information was requested regarding sustainability with regard to climate change and social-economic benefits.

RESOLVED – That the presentation and discussion be noted.

72 Date and Time of Next Meeting

Thursday, 19 March 2020 at 1.30 p.m.

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Originator:	Carol Cunningham
Tel:	0113 378 7964

Report of the Chief Planning Officer

PLANS PANEL SOUTH AND WEST

Date: 19th March 2020

Subject: **Application 18/04343/RM** – Reserved matters application for residential development (Use Class C3) for 99 dwellings and land reserved for primary school with construction of vehicular access from Otley Road, to the north west and Ash Road to the south, areas of open space, landscaping, – at Church Lane, Adel.

APPLICANT
David Wilson Homes

DATE VALID
6th July 2018

TARGET DATE
31st March 2020

Electoral Wards Affected:

Adel and Wharfedale

☐ Yes

Ward Members consulted

Specific Implications For:

Equality and Diversity ☐

Community Cohesion ☐

Narrowing the Gap ☐

RECOMMENDATION: GRANT PERMISSION subject to the specified conditions:

1. Reserve matters approval
2. Development in line with approved plans
3. Electric charging points
4. Climate change measures
5. Finished floor levels

1.0 INTRODUCTION:

- 1.1 A position statement was forwarded to Plans Panel on 5th September when Members also undertook a site visit. Members raised concerns at that Plans Panel regarding the following matters.

- 1.2
- Proposed housing mix not being policy complaint and reflecting the need in the area
 - The internal size of properties not meeting policy H9 and the national described house standards
 - Affordable housing needs to be 'pepper potted' throughout the site.
 - Gardens must be policy complaint including space about dwellings
 - Design of house type's poor, lacking character and not responding to the context
 - Members requested better understanding of the pumping station over a balancing pond which would be better for bio-diversity
 - In terms of PROW support the western section but would prefer a softer treatment on the eastern side but still allowing for pram/wheelchair access
 - In terms of highway issues requested that school should have bus turnaround within the site and not rely on street parking for parent drop off and collection
 - Requested more landscaping to the periphery of the site particularly to the south and remain unconvinced that there is a case for a pumping station and its location east of the Beck
 - Application needs to be more ambitious regarding climate changes with solar panels, charging points and to look at the whole site in relation to carbon footprint.
- 1.3 Since this Panel, revised plans have been submitted to address Member and officer concerns which are now brought to you for a decision.

2.0 PROPOSAL

- 2.1 The application is a Reserved Matters application following outline approval for up to 100 dwellings. The outline consent also involved land be reserved for a school along with school playing fields which do not form part of this reserved matters application. The site is allocated within the SAP under reference HG2-18 for 104 dwellings.
- 2.2 During the processing of the planning application, in response to comments received from Officers, members and the community, the scheme has changed numerous times with the latest set of plans subject to this report being submitted in January 2020. These revised plans show a layout which has 99 dwellings. The Table below shows the break down between Affordable and Market units (the figures in brackets are the breakdown when the position statement was submitted to Plans Panel in September 2019).

Number of bedrooms	Affordable units	Market units	Total
2	23 (16)	7 (0)	30 (16)
3	13 (19)	12 (15)	25 (34)
4	0 (0)	24 (28)	24 (28)
5	0 (0)	20 (22)	20 (22)
Total	35 (35)	64 (65)	99 (100)

- 2.3 All of these properties will be two storey and constructed from either red brick or reconstituted stone with mainly grey roofs but some properties with red roofs. There will be a mixture of designs on the properties with features such as bay windows, gables, contrasting head and cills plus different designs of porches. The layout and design of the development is presented as four complementary character areas. These are the entrance, Church Villas to the upper part of the site, Willow Lane for the centre of the site and St Johns Walk south of the site, including the PROW.

- 2.4 The access to the development is the same as the outline scheme with a new junction on the Otley Road to the north of the site. Within the site there is a main spine road which goes through the site and links to the existing residential development to the south of the site by a pedestrian and cyclist access. There is a loop road around the upper part of the site north of the school land and a number of cul de sacs south of the school land off the main spine road. Residential development will be on either side of the existing PROW with the majority of the properties having their front elevations and gardens onto this PROW. There will be a grassed area on either side of the path separating the houses from the path.
- 2.5 The residential development is located on the western side of the existing Beck with the eastern side of the Beck proposed for public green space, landscaping and biodiversity areas, except for the land reserved for the school playing fields (already approved at outline stage) and a new pumping station.
- 2.6 This pumping station is located to the northern part of the site on the eastern side of the Beck. The pumping station itself consists of a range of small structures no higher than 2 metres in height which will be surrounded by a 1m high fence and then a hedge with landscaping. There will also be a large underground surface water storage tank which will be covered with grass. There will be an access across the Beck from the development to the pumping station which will consist of grasscrete which consists of a grid porous paviour which allows for grass to be ground but reinforces the ground.
- 2.7 The existing band of landscaping to the south of the site will remain and there will be a new belt of landscaping to the north of the site, between the new development and the agricultural land beyond, which are located on green belt.

3.0 SITE AND SURROUNDINGS:

- 3.1 The site is currently open fields located to the east of Otley Road and sandwiched between Otley Road and Church Lane. The land slopes down from Otley Road towards the Beck which is situated in the middle of the fields between Otley Road and Church Lane. The land then slopes back up to Church Lane although the fields which form a boundary with Church Lane are not included in the application site. There are a small number of houses to the west of the site off Otley Road in an area known as The Willows and the back gardens for these properties have their boundary with the application site. To the south of this application site is a recently constructed residential development known as Centurion Fields and beyond this the main urban area of Adel. On the other side of Otley Road are further residential properties. This side also includes a public house and a small parade of shops including a small supermarket. To the north of the site are open fields which are in green belt. On the other side of Church Lane is a grade 1 listed church known as St John the Baptist's Church. This church is one of the finest examples of twelfth-century church buildings in the country. The setting of this church and associated conservation area retain a strong rural character and this enables an appreciation of the early origins and historically isolated position and therefore makes a positive contribution to the significance of both heritage assets. The site is outside of the Conservation Area with the boundary of the Conservation Area being Church Lane itself. Some of the trees on the site are covered by a Tree Preservation Order, mainly the groups of trees which form the boundaries on the site.
- 3.2 The site is allocated for housing within the adopted Site Allocations Plan (reference HG2-18) with an indicative capacity of 104 units under policy HG2.

4.0 RELEVANT PLANNING HISTORY:

4.1 14/01660/OT – Outline Application for residential development was refused on 9th October 2014 after a City Plans Panel decision on the same day. The application was refused for the following reasons:-

1. The site would be premature and contrary to policy N34 of the UDP and fails to meet the interim housing delivery policy
2. The applicant has failed to demonstrate that the proposals can be accommodated safely and satisfactory on the local highway network in relation to the impact on the proposed NGT junction designs
3. The applicant has failed to demonstrate that the proposals can be accommodated safely and satisfactory on the local highway network
4. The proposed signalised junction on the A660 will delay movements and increase accidents on the A660.
5. The absence of a signed s106 agreement

4.2 16/06222/OT - Outline Application for residential development (Use Class C3) for up to 100 dwellings and land reserved for primary school with construction of vehicular access from Otley Road, to the north west and Ash Road to the south, areas of open space, landscaping, ecology treatments and associated works. This was approved by South and West Plans Panel on the 20th April 2017 subject to a S106 agreement and conditions and was granted planning permission on the 20th November 2017.

4.3 The s106 agreement that related to the outline consent included the following:

- 35% affordable housing
- On site greenspace in line with policy G4
- £20,000 for two new bus shelters
- Off site highway works to improve junction Church Lane/Farrer Lane/Otley Road
- Off site highway contribution of £100,000
- Retain land for school and school playing fields
- Sustainable travel fund £481.25 per dwelling
- Travel plan

4.3 A position statement for this application was forwarded to Plans Panel on the 5th September 2019.

5.0 HISTORY OF NEGOTIATIONS:

5.1 The application was submitted in August 2018 and since this time officers have been negotiating with the applicant in relation to a number of matters which include housing mix, national space standards, affordable housing, design, layout, highways, conservation, landscaping, ecology and PROW. The applicant submitted the latest plans for consideration in January 2020.

6.0 PUBLIC/LOCAL RESPONSE:

6.1 The application has been advertised as a major application through press and site notices. There have been eight occasions when the plans have been revised and the application has been re-advertised via communication with the original

contributors with the plans for consideration today being re-consulted on in January 2020.

- 6.2 The original consultation in August 2018 received objections from Cllrs B and C Anderson, Adel Neighbourhood Forum and 149 contributors with one letter of support.
- 6.3 Further consultations have also each time received objections from Cllrs B and C Anderson, Adel Neighbourhood Forum and the following number of objections

September 2018 – 71 objections

October 2018 – 41 objections

January 2019 – 41 objections

May 2019 – 45 objections

October 2019 – 17 objections

December 2019 – 68 objections

January 2020 – 16 objections

The issues that have been raised by all of these objections involve

Principle of development

- Greenfield site
- Loss of agricultural land and opportunity for food production
- Development on green belt
- Number of properties higher than the SAP allocation of 85 so development too cramped and not in keeping with Adel
- Adel seen its fair share of development recently

Housing Mix

- Housing mix unacceptable for Adel
- Need smaller houses especially bungalows (should be 10% of the site)
- No two beds houses for sale and no 4 plus bed houses allocated for affordable units
- No provision for policy H8, Housing for Independent Living

Design

- The layout is unattractive, cramped, lacking in greenspace and lacking in finesse.
- The developer should be looking at the development in Boston Spa as a good starting point
- The proposed show houses should be within the development and not in the biodiversity area at the entrance to the site
- Houses within existing buffer to Centurion Fields
- The Design and access statement (DAS) plays down the sloping nature of the site and persists on trying to present the site as a flat site
- Some of the room sizes are too small
- Design is still 'identikit' standard which are not appropriate for the area
- Concerned about plot 1 which should have gate lodge design but it will suffer with noise and pollution from the Otley Road with its driveway close to the entrance junction
- Affordable housing needs to be distributed throughout the site
- Red brick inappropriate the site should be all stone

- There are no apartments in the layout as requested by planning officer
- The submitted Character area statement details 4 character areas with no evidence of the significant distinction between the 4 areas
- Plot 1 is most visible part of the proposed development with the character area statement stating it is a 'gate lodge feature' when it is a standard house and looks nothing like a 'gate lodge'

Pumping station

- Opposed to pumping station on eastern side of the Beck and its impact on the Grade 1 Listed Church ... should be relocated to the western side
- Two ponds on outline application removed
- Disagree with conservation officers comments that impact on the church will be 'minimal'

Traffic

- Internal layout leaves little room to move around and parking will be extremely difficult
- Access to and from the site on Otley Road is unacceptable especially if you add the school
- Will involve rat running on the Kingsley's and Gainsborough's
- Any traffic from Centurion Fields is unacceptable as the roads are inadequate for construction traffic
- The site is not well served by public transport
- Construction compound should not be east of the Beck
- Highways works should be completed prior to building work commencing
- Should be sufficient parking for visitors
- Narrowing off footpath on Otley Road will put pedestrians at risk being closer to the busy road
- Loss of bus stops currently in optimal spot for local people
- No allowance in the layout for drop off for school
- Ash Road no longer an access so increases pressure on Otley Road access point
- Garages too small for cars
- Concerned regarding emergency access into Centurion Fields and if this will lead to rat running

Trees, landscaping and wildlife

- Impact on trees including removal
- Impact on wildlife
- Inadequate shelter planting
- No facilities to aid hedgehogs such as hedges and gaps in the bottom of proposed fences, hedgehog's houses and ponds in each garden for water
- A wildflower meadow is required to aid bees, butterflies etc
- No shelter belt around Adel Willows
- Assessment of bats is insufficient
- The information submitted with the Biodiversity Management Plan is out of date
- Using herbicides for wildflower patches which is unacceptable
- The buffer for Centurion Fields never been completed so no faith that this site will be any better in terms of compliance with the approved plans
- Should be more greenspace in the developed areas of the site

- The biodiversity areas to the east will be unpressured and could be damaged by the public having access
- There should be hedgehog access to gardens
- Impact on bat foraging

Climate emergency

- All the houses should have solar energy
- Each house should have electric charge point and solar panels
- Traffic pollution
- No green power generation plans
- No mention of water butts
- Gardens too small to grow fruit, vegetables and children to play

School

- The school playing fields and fencing should not be allowed
- The school should be built first to ensure residents are not disturbed by the school construction.
- Remain concerned regarding the location of the school as too far inside the site and should be at the entrance

Other matters

- Impact on the ancient path through the site
- Existing steps and stiles should remain as these are heritage assets
- No proper survey for archaeology has been undertaken especially in relation to the potential for a Roman Road on the site
- Lack of GPs and other facilities within Adel
- No consultation with Ward Members or the Neighbourhood Forum
- Destroying Adel to satisfy housing targets
- Parts of the development is within 5m of the watercourse
- Impact on schools which are full
- Noise levels for occupiers is unacceptable as too close to Otley Road
- The path on the eastern side should remain undisturbed but recognise it needs to be ungraded for access to all so as part of the work the medieval stone work should be preserved in situ which will involve diversion at some points from the original route

The one letter of support states

- The objections are not representative of the whole community whose children and grandchildren require good quality development

Images of the proposed development have recently be published on public access with objections from Cllrs B and C Anderson and two residents concerned regarding the impact of plot 1 in terms of visual impact plus noise and pollution to this property, design being unacceptable and not in line with Adel

7.0 CONSULTATION RESPONSES:

Heritage England

71. On the basis of the information submitted we do not wish to offer any comments

Highway Authority

- 7.2 Internal amendments required

Contaminated Land

- 7.4 Conditions and directions were attached to the outline consent so no further comments to make

Flood Risk Management

- 7.5 Conditions attached to the outline consent for drainage are still applicable

Yorkshire Water

- 7.6 No comments regarding the Reserve Matters application and await consultation on the conditions attached to the outline consent

8.0 PLANNING POLICIES:

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

Development Plan

- 8.2 The development plan for Leeds is comprised of the adopted Core Strategy as amended (2019), saved policies from the Leeds Unitary Development Plan (Review 2006) (UDP), Site Allocations Plan (2019) the Aire Valley Leeds Area Action Plan (2017) and the Natural Resources and Waste Local Plan (2013) and any made Neighbourhood Plans.

Relevant Policies from the Core Strategy 2014 as amended 2019 are:

Spatial Policy 1 Location of development
Spatial Policy 6 Housing requirement and allocation of housing land
Spatial Policy 7 Distribution of housing land and allocations
Policy H1 Managed release of sites
Policy H3 Density of residential development
Policy H4 Housing mix
Policy H5 Affordable housing
Policy H8 Housing for Independent Living
Policy H9 Minimum Space Standards
Policy H10 Accessible Housing Standards
Policy P10 Design
Policy P12 Landscape
Policy T1 Transport Management
Policy T2 Accessibility requirements and new development
Policy G1: Enhancing and extending green infrastructure
Policy G4 New Greenspace provision
Policy G6: Protection and redevelopment of existing Greenspace
Policy G8: Protection of important species and habitats
Policy G9: Biodiversity improvement
Policy EN1: Climate change and carbon dioxide reduction

Policy EN2 Sustainable design and construction
Policy EN5 Managing flood risk
Policy EN8 Electric Vehicle Charging Infrastructure
Policy ID2 Planning obligations and developer contributions

Relevant Saved Policies from the UDP are:

GP5: General planning considerations.
N23/ N25: Landscape design and boundary treatment.
BD5: Design considerations for new build.
T7A: Cycle parking.
LD1: Landscape schemes.

Natural Resources and Waste Local Plan

GENERAL POLICY1 – Presumption in favour of sustainable development.
AIR1 – Major development proposals to incorporate low emission measures.
WATER1 – Water efficiency, including incorporation of sustainable drainage
WATER7 – No increase in surface water run-off, incorporate SUDs.
LAND1 – Land contamination to be dealt with.
LAND2 – Development should conserve trees and introduce new tree planting.

Site Allocations Plan

- 8.3 The SAP was adopted by the City Council in July 2019 and therefore carries full weight in any decision making. The site is allocated within the SAP under reference HG2-18 with an indicative capacity of 104 houses. The policy within the SAP which is relevant to this application is

Policy HG2 – housing allocations.

Supplementary Planning Guidance and Documents

- 8.4 The following SPGs and SPDs are relevant:

SPG13 – Neighbourhoods for Living: A Guide for Residential Design in Leeds
Street Design Guide SPD
Parking SPD
Travel Plans SPD
Sustainable Construction SPD

National Planning Policy

- 8.5 The revised National Planning Policy Framework (NPPF), published in 2019, and the National Planning Practice Guidance (NPPG), published March 2014, replaces previous Planning Policy Guidance/Statements in setting out the Government's planning policies for England and how these are expected to be applied. One of the key principles at the heart of the Framework is a presumption in favour of Sustainable Development.
- 8.6 Relevant paragraphs are highlighted below.

Paragraph 12	Presumption in favour of sustainable development
Paragraph 34	Developer contributions
Paragraph 59	Boosting the Supply of Housing
Paragraph 64	Need for Affordable Housing

Paragraph 91	Planning decisions should aim to achieve healthy, inclusive and safe places
Paragraph 108	Sustainable modes of Transport
Paragraph 110	Priority first to pedestrian and cycle movements
Paragraph 111	Requirement for Transport Assessment
Paragraph 117	Effective use of land
Paragraph 118	Recognition undeveloped land can perform functions
Paragraph 122	Achieving appropriate densities
Paragraph 127	Need for Good design which is sympathetic to local Character and history
Paragraph 130	Planning permission should be refused for poor design
Paragraph 170	Planning decisions should contribute to and enhance the natural and local environment

Neighbourhood Plans

Adel Neighbourhood Plan Pre Submission Document September 2016, yet to be made

9.0 CLIMATE EMERGENCY:

- 9.1 The Council declared a climate emergency on the 27th March 2019 in response to the UN's report on Climate Change.
- 9.2 The Planning Act 2008, alongside the Climate Change Act 2008, sets out that climate mitigation and adaptation are central principles of plan-making. The NPPF makes clear at paragraph 148 and footnote 48 that the planning system should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions in line with the objectives of the Climate Change Act 2008.
- 9.3 As part of the Council's Best Council Plan 2019/20 to 2020/21, the Council seeks to promote a less wasteful, low carbon economy. The Council's Development Plan includes a number of planning policies which seek to meet this aim, as does the NPPF. These are material planning considerations in determining planning applications.
- 9.4 The ~~below~~ appraisal below discusses relevant matters at paragraphs 10.34 to 10.38 ~~below~~. This includes an assessment of the proposal in relation to the policy requirements of Leeds Core Strategy policies EN1, ~~and~~ EN2 and EN8.

10.0 MAIN ISSUES

1. Principle
2. Housing mix
3. Space standards
4. Affordable housing
5. Design and layout
6. Pumping station
7. PROW
8. Highways
9. Landscaping and ecology
10. Climate emergency
11. Greenspace
12. Residential amenity
13. Representation

14. SAP requirements
15. Adel Neighbourhood Plan
16. Representations
17. Members comments

1. Principle

- 10.1 Outline planning permission has been granted on this site under planning application number 16/06222/OT in November 2017. This is the Reserved Matters application in relation to that outline consent. Consequently, in addition to the adopted SAP, the principle of development has therefore been established. The outline consent was for principle and access with all other matters reserved. The outline approval was for up to 100 houses with the SAP allocation having an indicative capacity of 104 dwellings. This application is for 99 homes and therefore complies with both the outline consent and the SAP allocation in terms of overall numbers.

2. Proposed Housing Mix

- 10.2 The Housing Mix on the site consists of a range of 2, 3, 4 and 5 bedroomed properties shown in the Table in paragraph 2.2. The Table also compares the change in housing mix since Plans Panel commented on the scheme in September 2019. The scheme now includes 2 bedroomed houses for the open market with more 2 and 3 bedroomed houses overall. This mix is now within the maximum and minimum levels within the supporting text for Policy H4.
- 10.3 The housing mix proposed by the revised scheme (incorporating smaller units for market housing) would provide a range of house sizes to accommodate the needs of both smaller households (for example first time buyers, single people and older people) as well as larger family units to provide for a range of housing needs. Whilst the developer has considered providing apartments and bungalows on the site, they have stated that in order to achieve overall and other Policy objectives, including Policy H9 (minimum space standards), as well as accommodating numbers close to the SAP allocation (which also ensures the supply of housing for Leeds overall), these are not included.
- 10.4 Members are also advised that when outline permission is granted it is determined that the application is acceptable in principle, subject to the matters reserved being subject to a later detailed assessment. Thus, where a reserved matter condition is not imposed, policy requirements should not be applied as the LPA determined the application is acceptable without agreeing the detail. Housing Mix was not a matter which was reserved as part of the outline permission and therefore this scheme should not strictly be assessed against the requirements of Policy H4. However, through continued negotiation on the scheme (within the context of comments previously made by officers and members), it has been accepted that Housing Mix is an important aspect of the proposal and the mix proposed reflects policy requirements.

3. Space standards

- 10.5 The previous scheme that was submitted which Members commented on in September 2019 was assessed in relation to the national space standards (NDSS) and also Policy H9 in the CSSR. The smaller properties in particular the provision of

2 and 3 bedroomed properties for affordable units did not comply with Policy H9 and the national space standards.

- 10.6 This scheme has now been revised and the floorspace of the smaller houses have been increased in size so that all of the proposed houses in terms of overall floorspace now complies with both Policy H9 and the NDSS. There are a few properties where the smallest bedroom does not comply with policy H9 but these relate to the larger 4 and 5 bedroomed houses, which is considered overall not to have a detrimental impact on the amenity of the proposed occupants. Consequently, taken as a whole, the overall internal space standards of the homes are considered to be acceptable.

4. Affordable housing

- 10.7 The scheme will provide 35% affordable housing. This is a matter that was reserved as part of the outline permission and consequently, a policy requirement on the site. The affordable units proposed are 2 and 3 bedroomed units and were in the scheme presented to Members in September 2019 located in 3 clusters on the site. The revised scheme now has the affordable housing in 4 clusters across the site, which is considered acceptable for a development of this size. Whilst there are no larger properties provided as affordable homes, as part of a pro rata mix in terms of sizes and house types of the total housing provision, there was no condition on the outline application or within the s106 agreement requesting a pro rata mix..

5. Design and layout

- 10.8 In response to comments received, the proposed layout has been subject to a number of iterations, in relation to design and layout since the initial application was submitted. In terms of the outline approval, the land set aside for the proposed school is shown in the same position, along with the approved location for the playing fields and the approved access of Otley Road to the north of the development.
- 10.9 The layout consists all of the houses on the western side of the existing Beck, with landscaping, green space and biodiversity areas on the eastern side except for the proposed pumping station (discussed below).
- 10.10 The layout has one spine road through the site in a north to south direction, with a loop to the part of the site north of the proposed school land with a number of smaller cul de sacs off the main spine road to the south of the school land.
- 10.11 The overall layout is presented as four identifiable but related character areas on the site. These are the entrance area (Kingsley Gate), the northern and western boundaries (Church Villas), the central part of the site (Willow Lane) and the southern part of the site (St Johns Walk).
- 10.12 The entrance property (Kingsley Gate) will be reconstituted stone with a grey roof and it takes the form of an entrance lodge property. The boundary treatments in this area will be low dry stone walls which match the dry stone walls that already exist on the A660 and provide an important entrance to the development which blends in with the existing street scene.
- 10.13 The other three character areas are a mixture of reconstituted stone and red brick properties with the majority of the site having grey roofs with the properties on either side of the PROW and below having red roofs. The reconstituted stone and red

brick will be mixed throughout the development reflecting the wider local vernacular building materials and piecemeal development of the local area, with properties within Adel having a mixture of traditional materials including red brick, stone, reconstituted stone and grey and red roofs.

- 10.14 The composition of the new homes proposed are a mix of detached, semi-detached and terraces. These reflect the overall and established character and mix of house types, which have evolved throughout Adel.
- 10.15 The detail design of the properties reflects the local vernacular with elements of gables, bay windows, and a variety of porch designs. The elevational treatment will have heads and cills along with window reveals. All these provide interest to the properties and take on board the characteristics of housing within the vicinity of the site.
- 10.16 Whilst objectors have requested that natural stone should be used on this site, it should be emphasised that there is a variety of materials within the area, not a predominance of natural stone. In addition, the site is not located within a Conservation Area, where there is likely to be more of a justification for natural stone, in balancing building design and fabric with other Policy considerations. There is concern that the materials used will be similar to Centurion Fields (adjacent to the site) where issues have been raised about materials used. It should be noted however that with regard to this proposal, a condition on the outline consent was included for samples of materials to be submitted. Consequently, the precise materials can be controlled to ensure that the reconstituted stone proposed is good quality in reflecting local vernacular and the roof tiles are sympathetic and are more in keeping with other properties in Adel.
- 10.17 In terms of the sizes of garden and the distances between properties the development now complies with the City Council's Neighbourhoods for Living SPG. The distances between properties meets the distances within The SPG and the proposed gardens are of an appropriate size for the floorspace proposed.

Overall it is considered that the development is acceptable in terms of the layout and design and complies with Policy P10 of the Core Strategy, as well as advice within the Neighbourhoods for Living SPG

6. Pumping station

- 10.18 The outline consent provided drainage for the scheme using attenuation ponds which as well as accommodating surface water drainage they were located within an biodiversity area. The submitted scheme has now changed the surface water drainage from attenuation ponds to a pumping station and underground tank which is located on the eastern side of the Beck. This raises a number of issues to consider which includes impact on the listed church, visual amenity and ecology as well as its drainage function.
- 10.19 In terms of the impact on the listed church, the pumping station is a significant distance from the listed church being over 300 metres away. The pumping station is modest in scale (less than 2 metres in height) and is to be screened by a surrounding hedge and the landscaping that is proposed on the site. Because of this, the pumping station will not be visible from views from the church or views of the church. Heritage England have raised no objections to the pumping station and its location to the east of the Beck.

- 10.20 In terms of visual amenity, not only is the pumping station a modest structure above ground it is located at the northern part of the site and also at the sites lowest point. Due to the scale, location and landscaping it is considered that the pumping station will not have a detrimental impact on the visual amenity of the area.
- 10.21 The outline consent showed this area to have attenuation ponds within a proposed biodiversity area. Concerns have been raised that the use of a pumping station loses the opportunity to use the attenuation ponds to add to the biodiversity of the area. However, additional areas on the layout have been put aside for biodiversity to compensate for the loss of the attenuation ponds. Because of this there will still be an ecological gain overall on this site, considering the land is currently farmed with little inherent ecological value.
- 10.22 Members in September raised concerns regarding the pumping station rather than the use of attenuation ponds and further information has been obtained to justify the need for a pumping station within this area. Firstly the attenuation ponds would not have been able to deal with the drainage function alone and a pumping station would also have been required as part of the drainage strategy. The differences are that the storage function for this development involves an underground tank whilst the outline consent detailed attenuation ponds.
- 10.23 The attenuation ponds were suggested at outline stage before any detailed analysis of the site and drainage was undertaken. The attention ponds were dismissed for the following reasons
1. Due to the levels on site with both the western and eastern side of the site sloping down to the Beck and attenuation pond would have required significant excavations and would have resulted in a engineered attention pond with retaining walls to hold the attention pond in position. This would have had a detrimental visual impact on the side of the Beck and would be far more visually intrusive than an underground tank which is hidden.
 2. As both an attenuation pond or underground tank are lower than Church Lane both would have involved a pumping station. The engineered attenuation pond along with a pumping station would be more visible in the environment than the proposal of an underground tank and pumping station above.
 3. The attenuation pond could be potentially dry for the majority of the year and would have engineered not natural banking which would have not created the correct environment for biodiversity. Also the land around the pond would be sterilised and could only have been planted with grass whilst the land above an underground tank can be planted over with low level planting. This will be visually more attractive as well as adding to biodiversity
- 10.24 In conclusion, due to land levels the attenuation pond would be an engineered pond with little ecological value and would have a greater impact on visual amenity than an underground tank. Both would require a pumping station but the advantages of the underground tank is it is not a visually intrusive and allows for additional planting to mask the pumping station and add to biodiversity.
- 10.25 Flood risk management officers are also satisfied that sufficient evidence has been submitted which proves that above ground SuDs is not appropriate for this site and the underground tank along with the pumping station will be adequate in terms of dealing with surface water on this site.

Overall the use of an underground tank along with pumping station and its location on the eastern side of the Beck is considered acceptable.

7. PROW

- 10.26 There is a public right of way (PROW) which crosses the site. This is understood to be an ancient footpath and as a consequence its treatment in relation to this application is important. The part of the path through the residential development on the eastern part of the site will be open with front gardens of the housing facing onto the public footpath. Part of the housing layout has been amended so that there is a greater separation of dwellings on either side of this PROW. This allows for a safe attractive footpath which has natural surveillance through the residential development. Conditions can be attached to ensure that boundary treatment on these frontages will remain low. On the western side of the Beck the path will be through the proposed public green space and continue through the existing agricultural fields towards Church Lane. A condition on the outline consent states that this part of the footpath has to be widened to 3m width with a permanent surface. However, objectors to the scheme wish for this path to retain its heritage and have no alterations. The path still needs to be upgraded to comply with the outline condition but an appropriate surface can be used which ensures that the surface is useable for bikes, prams, wheelchairs but it is not a harsh visible tarmac track. There are some historic steps at the Church Lane end of the path which can be retained and the path in this area can take a slight detour.

Overall the treatment of the PROW is considered acceptable with the relevant conditions attached as to its treatment which was on the outline consent.

8. Highways

- 10.27 When outline consent was granted for the proposal it granted full permission for the main access off Otley Road and a secondary access to the southern part of the site. There is a condition on the outline approval that the secondary access to the south should serve no more than 36 dwellings during construction and thereafter be closed. The approval involved a new junction on the Otley Road and the transport assessment submitted included both the traffic for the residential development and the school.
- 10.28 This scheme still involves an access and new junction on the Otley Road with the approved junction arrangements with the difference being that the access off Otley Road will now be the sole access to the site throughout the construction period with the previous temporary access to the south of the site being for pedestrian and cycling traffic only.
- 10.29 Officers consider that the access on Otley Road can support the whole development along with the traffic proposed to the school. The closing of the access to the south of the site improves the amenity for the residents on the existing estate during construction.
- 10.30 Members at the Panel in September 2019, requested that there was a bus turning circle for the school on the site and parking for parents drop off. Any vehicle going to the future school for drop off including any school bus could if there is no turning facility provided in the school grounds (which is unknown at this time as it does not form part of this application) use the road loop that is being provided as part of the housing layout to the north of the school. The amended layout also shows five parking spaces in a layby to the north of the school site which can be used at school drop off and collection and by visitors to the residential development at other times.

- 10.31 The internal layout requires some small amendments which hope to have been resolved in a revised plan before Plans Panel. Each property will also have an electric (EV) charging point and provision for cycles and bins.

Overall, providing the revisions requested by officers are received before Plans Panel the scheme will not have a detrimental impact on highway safety and will comply with policy T2 of the Core Strategy.

9. Landscaping and ecology

- 10.32 Some of the trees on the site are covered by a TPO with the majority of these being on the western side of the Beck. In total there will be a loss of 67 trees on the site which consists of 7 cat B trees, 55 cat C trees and 6 cat U trees. Out of these 21 trees are covered by a Tree Preservation Order.
- 10.33 Some of the trees (20) are within one area being for the proposed access road which was approved at outline stage. It was always anticipated that there would tree loss in the location of the access road when the scheme was approved at outline stage. The other main group of trees to be removed is located where plots 55 to 61 are located along with the main spine road and plot 6. The indicative layout at outline stage did show housing in these areas so again there was an anticipated tree loss. The line of trees adjacent to plots 55 to 61 which are to be lost are category U trees and they are adjacent to a line of category B trees which are being retained. The layout has also been revised so the new dwellings have been moved further away from this row of cat B trees.
- 10.34 Whilst the scheme does entail the loss of 67 existing trees the proposal is to plant 138 specimen trees, 1750 small trees and shrubs, 925 square metres of native hedgerow and 13,500 square metres of planting of wildflower/biodiversity areas in the area of land to the east of the Beck. This doesn't include any trees and landscaping that will be planted within the front and rear gardens of the new properties.
- 10.35 Trees will remain along the western boundary of the development and amendments have been sought to ensure that the new development is of adequate distance away from these trees to ensure their long term health. The development has also been altered to move further away from the planted vegetation to the southern boundary. This boundary will be supplemented with addition planting obtained through the landscaping conditions on the outline consent.
- 10.36 The scheme now includes a landscaping belt to the north of the site which separates the housing from the green belt. This will not be within the proposed gardens and will be managed alongside the other landscaping areas on the site. This landscaping buffer also provides an ecological link between the existing biodiversity area at the entrance to the site and the proposed biodiversity area around the pumping station.
- 10.37 The scheme will also involve substantial landscaping on the eastern side of the Beck both within the public open space proposed and the boundaries of the development. The precise details regarding this landscaping will also be obtained by the landscaping condition on the outline consent but there is significant land available on this side of the site to ensure a strong landscaping setting for the development.

- 10.37 There are a number of biodiversity areas proposed on the eastern side of the Beck with their implementation and management controlled by conditions on the outline consent. The provision of these biodiversity areas will improve overall biodiversity on the site as its biodiversity is limited due to it being predominantly agricultural land it is considered that there will be a net gain in biodiversity.

Overall the scheme complies with Policy P12 and G8 and G9 of the Core Strategy in terms of landscaping and biodiversity.

10. Climate emergency

- 10.39 At the time of the determination of the outline consent in November 2017, (following the Plans Panel resolution to support the application in April 2017), it is important to note that the Council's Core Strategy had previously been adopted in November 2014. The Core Strategy, at that time, included Policy EN1 in its current form. As such, it would have been appropriate for the Council in issuing the outline consent to attach any planning conditions it saw fit to require measures to ensure compliance with Policy EN1. The outline consent doesn't include any such conditions. These matters go to the principle of development and would not fall under any of the matters reserved. As such it would not ordinarily be for the reserved matters application to revisit such matters.
- 10.40 Notwithstanding this position, in response to comments made the applicant has recognised that there has been a change in emphasis at both local and wider levels in respect of the consideration of climate change issues (particularly in light of the Council's declaration of a climate change emergency in March 2019). The applicant has subsequently offered to introduce a combination of measures which meet the requirements of Policy EN1. These include enhanced building fabrics and air tightness to limit heat loss from dwellings, energy efficient heating technologies on 38 of the 99 properties, insulation techniques, and the use of solar panels on approximately a third of the properties. These matters can be controlled by a planning condition attached to any reserved matters consent granted for the current application. In addition to this, the applicant has committed to provide electric vehicle (EV) charging points in compliance with Core Strategy Policy EN8 and, as noted previously, provide extensive new tree planting at the site in addition to the creation of new biodiversity areas. This will provide significant additional benefits in respect of climate change, and also air pollution, over the outline consent. The applicant has also committed to complying with Policy EN2 of the Core Strategy with the current policy requiring a compliance with 125 litres per person per day. The applicant has submitted information which shows their development can achieve 97 litres per person per day.
- 10.41 The applicant also operates sustainable procurement employing where possible a local site manager, local tradesmen and sub-contractors and sourcing materials from local builder's merchants reducing the travel distances and therefore their carbon footprint. The site intends to recycle site waste with 99.8% of waste taken from Boddington site in 2019 recycled.
- 10.42 Every property will have a water butt, electric charging point and cycle storage. The lighting within the properties will be LED low energy down lighter and low energy lightbulbs and flow restricter will be fitted to all the service pipes installed to domestic appliances.

Overall, it is considered that the development will comply with Policies EN1, EN2 and EN8 of the Core Strategy.

11. Green space

- 10.43 The vast majority of the green space for the development is located on the eastern side of the Beck with some green space at the entrance to the site, between plots 67 and 68 almost opposite the school land and some land alongside the PROW on the western side. The reason for its location to the eastern side is that the SAP states that the built development should be on the western side.
- 10.44 Whilst the green space within the development on the western side is limited the amount of greenspace provided on the eastern side far exceeds the amount of greenspace required for the overall level of development. The green space will be informally laid out including biodiversity areas offering land for walking with informal regular cut grassed areas for ball games. The green space is well connected to the development either by the PROW which will be upgraded so the green space can be accessed by all parties and the area of biodiversity around the pumping station can be access via the informal road to the pumping station. Ideally the site would benefit from a link between the biodiversity area around the pumping station to the other areas of green space on the eastern side of the site but this would involve land for the school for the connection which is not available at the current time.
- 10.45 The s106 agreement for the outline consent stated in relation to green space that it should be provided in line with Policy G4 of the Core Strategy which previously was 80 square metres per dwelling. This resulted in a requirement for 7,920 square metres. The policy has now been altered so that 4,706 square metres is required. The land to the east of the Beck is 13,371 square metres which far exceeds the required land. This doesn't include the biodiversity area proposed over the pumping station and the small pockets of land on the western side of the development. The green space therefore complies with the s106 agreement as well as Policy G4.

Overall the quantity and quality of green space on the site is acceptable and complies with Policy G4 of the Core Strategy.

12. Residential amenity

- 10.46 The development now complies with Neighbourhoods for Living SPG, with the properties being adequate distance away from each other to prevent issues of overlooking, overshadowing and over dominance. The garden lengths and areas also comply with the SPG, providing adequate garden areas for the sizes of properties involved.

Overall the scheme complies with Policy GP5 of the UDP and will not have a detrimental impact

13. School

- 10.47 The outline consent involved land being set aside for a school and school playing field (this reflected the overall approach of the SAP to ensure that there is provision for new school places, alongside meeting housing needs). Detailed discussions were therefore undertaken with Children's Services regarding their requirements. In terms of the land required and the location of the school and playing fields, this was approved by Plans Panel at outline stage.

- 10.48 This scheme retains the land and playing fields in a position approved at the outline stage. Children Services have provided a recent up date to confirm that using this land for a new primary school is still a necessary option, although no formal decision has been made at this stage.

14. SAP requirements

- 10.49 The site is allocated for housing within the SAP under reference HG2-18 with an indicative capacity of 104 units so this scheme for 99 units complies with this element of the SAP. The SAP also has a number of site requirements which include the following:

Highway access – site access arrangements with traffic management measures on Church Lane and highway improvements to the A660 – *this have been provided within the proposed scheme*

Contribution towards measures to improve the cumulative impact upon the A660/A6120 Lawnswood roundabout – *Since the SAP publication it was decided to obtain a financial contribution for highway works closer to the site rather than this roundabout*

Ecological assessment is required with mitigation measures including buffer to the Beck – *the scheme has involved an ecological assessment and as discussed in section 9 there will be biodiversity areas provided as part of the scheme*

In terms of the listed church there shall be no built development east of the Beck with landscaping provided to screen the development – *there is no built development in terms of houses on the east of the Beck with a small pumping station provided which has previously been discussed in section 6. The scheme involves substantial landscaping to screen the development*

In terms of the conservation area the development shall preserve and enhance the conservation area – *it is considered that the proposed development complies with section 72 of the Act and will preserve and enhance the conservation area*

Part of the site shall be retained for a school – *land has been set aside for the provision of a school*

Overall it is considered that the proposed development complies with the site requirements of the SAP.

15. Adel Neighbourhood Plan

- 10.50 Objectors are concerned that the development does not comply with the Adel Neighbourhood Plan. However, this ~~which~~ is at draft stage and carries little weight. This site is not specifically discussed within the Neighbourhood Plan but there are a number of policies within the plan which are relevant to this scheme. These policies relate to new housing development, respecting the landscape character and setting, respecting Adel's green and wooded environment, protection and enhancement of nature conservation assets, impact on St John the Baptist church, design and, housing type and mix.

- 10.51 These policies are generally in line with the policies adopted in the Unitary Development Plan and the Core Strategy. As this report has already discussed the

scheme is in compliance with these policies and therefore generally reflects aspirations of the emerging Adel Neighbourhood Plan.

16. Representations

10.52 The majority of the matters raised in the representations have been covered above except for the following matters

- Development on green belt – *the land is not green belt as was a protected area of search before it was allocated in the SAP*
- Number of properties higher than the SAP allocation of 85 so development too cramped and not in keeping with Adel – *the draft SAP had an allocation of 85 units which was increased to 104 in the adopted SAP .*
- Adel seen its fair share of development recently – *this is an allocated site within the SAP so needs to be brought forward to meet the Councils five year supply*
- No provision for Policy H8 Housing for Independent Living – *as mentioned before for other policies within the core strategy no conditions were attached in relation to policy H8 so it is not a requirement that needs to be met*
- Red brick inappropriate the site should be all stone – *there are red brick properties within Adel so it is a local characteristic*
- There are no apartments in the layout as requested by planning officer – *this is requested as part of Policy H4 which was not attached as a condition to the outline consent so cannot be requested*
- Plot 1 is most visible part of the proposed development with the character area statement stating it is a 'gate lodge feature' when it is a standard house and looks nothing like a 'gate lodge' - *plot 1 is located in a mature landscaped setting and will provide an entrance feature to the development*
- Plot 1 will suffer from noise and air pollution from the access road and the A660 – *the property is set back from both roads and the garden is to the rear with the proposed house shielding the occupiers, there are existing houses in Adel closer to roads than this property*
- Construction compound should not be east of the Beck – *this will not be the case and is controlled by condition on the outline, its likely to be on the proposed school land*
- The school playing fields and fencing should not be allowed – *this does not form part of this application and was approved at outline stage*
- The school should be built first to ensure residents are not disturbed by the school construction. - *This does not form part of this application and was approved at outline stage*
- Remain concerned regarding the location of the school as too far inside the site and should be at the entrance - *this does not form part of this application and was approved at outline stage*
- No proper survey for archaeology has been undertaken especially in relation to the potential for a Roman Road on the site – *information has been submitted which shows there is not a roman road on the site which WYAS has confirmed*
- Lack of GPs and other facilities within Adel – *Provision of GPs is market led*

17. Members comments

10.53 As stated in the introduction Members commented on the scheme when it was presented to them in September. Below are these comments and how the revised plans have addressed these comments.

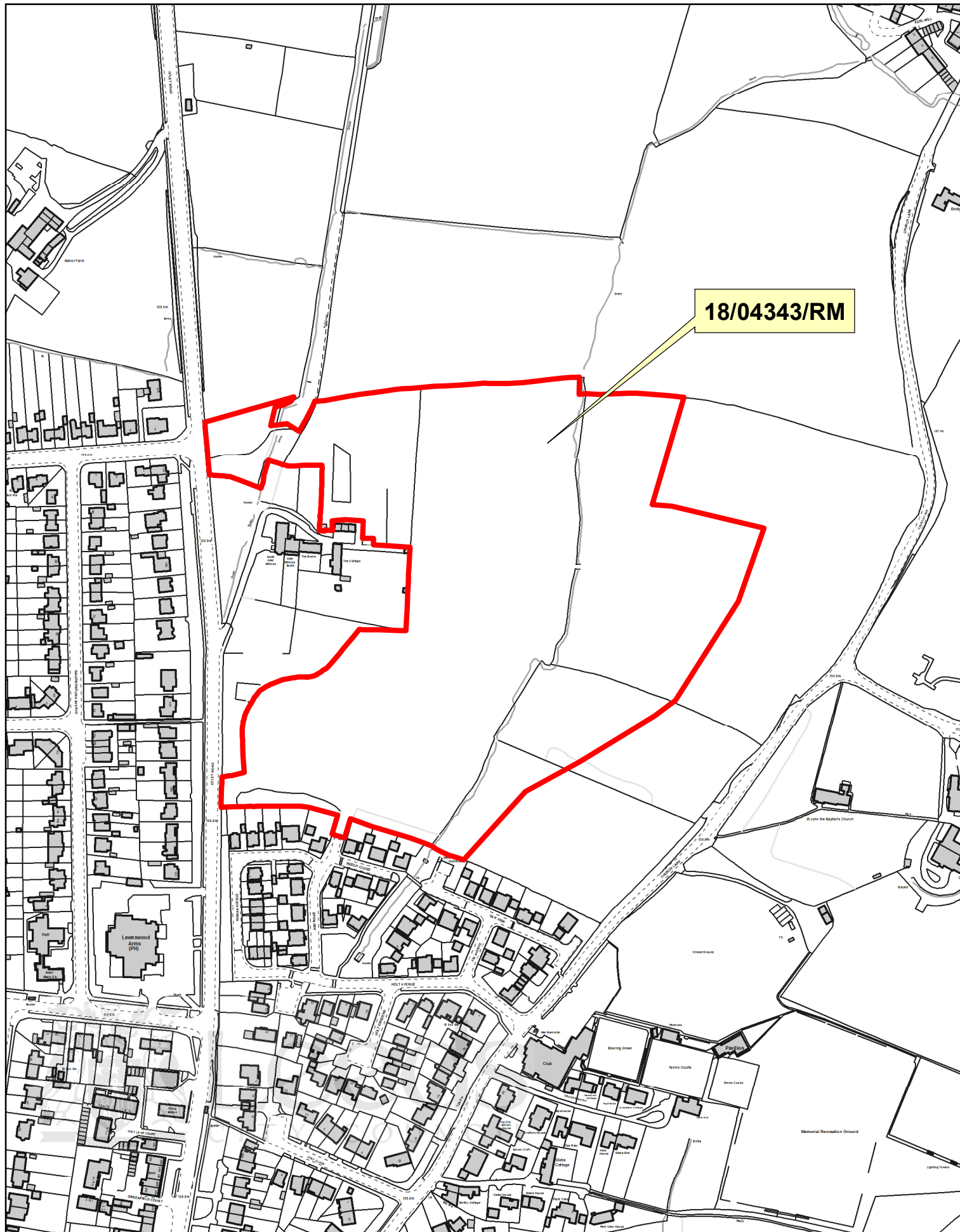
- Proposed housing mix not being policy complaint and reflecting the need in the area – *the policy mix has now been amended so that it now within the maximum and minimum thresholds within the table attached to policy H4.*
- The internal size of properties not meeting Policy H9 and the national described house standards – *the smaller properties have been increased in size so all properties now comply with policy H9 and the national described house standards*
- Affordable housing needs to be ‘pepper potted’ throughout the site – *the layout has been changed so that the affordable housing is located in four areas which is adequate for a development of this size*
- Gardens must be policy complaint including space about dwellings – *all the gardens comply with space about dwellings*
- Design of house type’s poor, lacking character and not responding to the context – *there is now a mix of materials and designs across the site which are acceptable for this site in this location*
- Members requested better understanding of the pumping station over a balancing pond which would be better for bio-diversity – *full details regarding this are included in section 6 which detail that due to levels and biodiversity an underground tank is required rather than an engineered attenuation pond plus both would require a pumping station again due to levels.*
- In terms of PROW support the western section but would prefer a softer treatment on the eastern side but still allowing for pram/wheelchair access – *this softer treatment can be achieved with a diversion at the Church Lane end to ensure that historical features are retained*
- In terms of highway issues requested that school should have bus turnaround within the site and not rely on street parking for parent drop off and collection – *There is now a loop allowing for a bus turnaround and spaces provided for drop off*
- Requested more landscaping to the periphery of the site particularly to the south and remain unconvinced that there is a case for a pumping station and its location east of the Beck – *more landscaping is to be provided and this can be achieved by the condition on the outline consent. The case of the pumping station is as above.*
- Application needs to be more ambitious regarding climate changes with solar panels, charging points and to look at the whole site in relation to carbon footprint - *measures for fabric first approach, local employment, recycling, water butts, electric charging, cycle stores, some properties with solar panels and heat recovery systems plus tree planting and vegetation are now being offered*

Overall it is considered that the application has responded positively to member comments.

11.0 CONCLUSIONS

- 11.1 This application has been the subject of lengthy and ongoing discussions with the developer, as a basis to take forward comments made by officers, members and the community. A number of factors have therefore been taken into account and based upon the balance of considerations overall officers consider that the proposed development is acceptable. This has had regard to its design and layout (in reflecting the local character and vernacular), complying with housing (NDSS) standards in terms of size and layout in terms of Neighbourhoods for Living SPG. The Housing Mix is acceptable with the level of affordable housing is considered to be appropriate for this site. The access has previously been approved at outline stage with the internal layout being acceptable. Impact on trees and ecology has been taken into account with the proposed development providing more trees and a net gain in biodiversity terms. The pumping station and underground tank are considered acceptable solution for surface water drainage. The proposed

development seeks to address the climate emergency declaration by virtue of it is policy compliance and is considered acceptable. Overall therefore officers are supporting the development in line with the above recommendation and conditions.



18/04343/RM

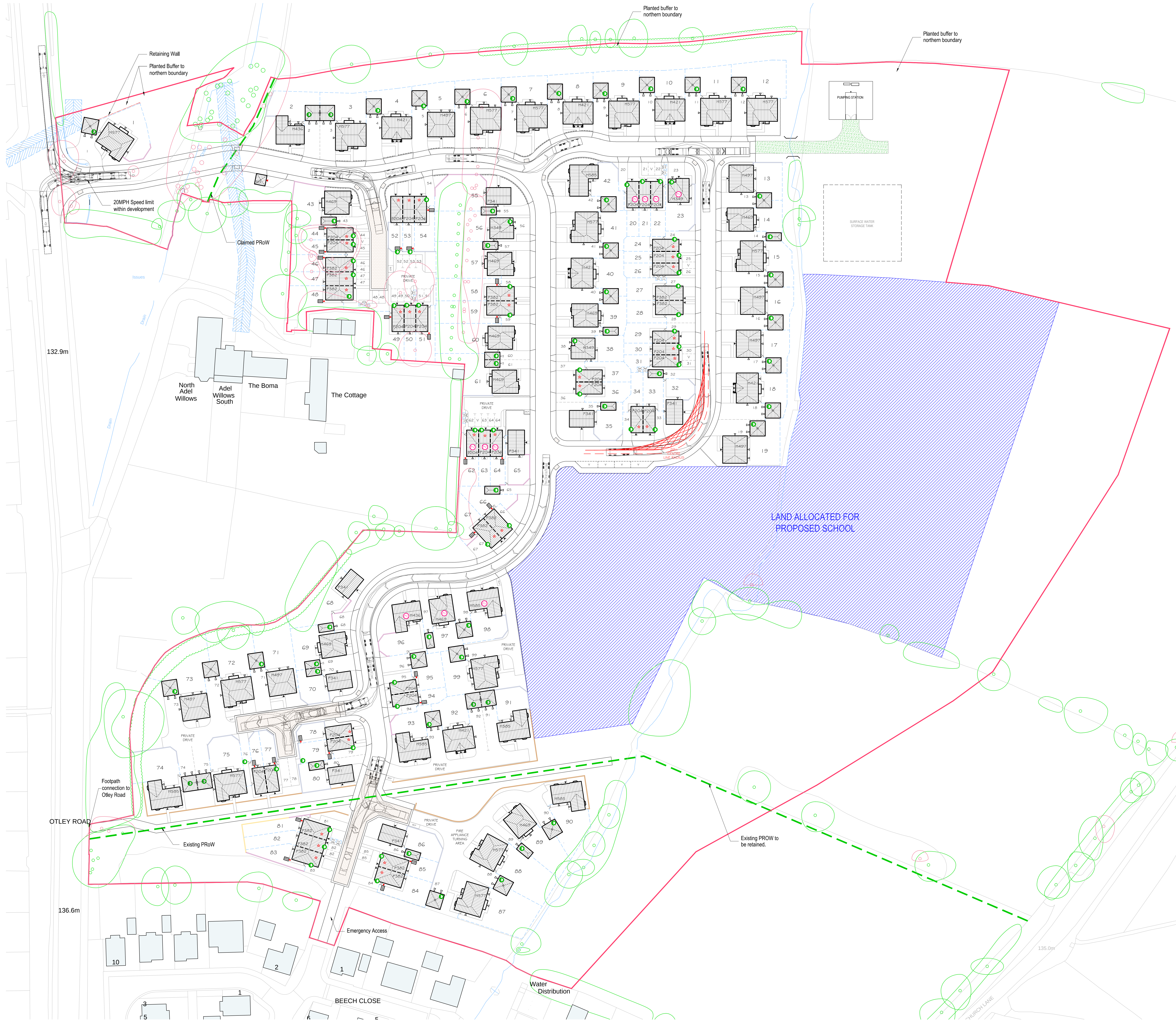
SOUTH AND WEST PLANS PANEL

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PRODUCED BY CITY DEVELOPMENT, GIS MAPPING & DATA TEAM, LEEDS CITY COUNCIL

SCALE : 1/3500





SITE LAYOUT LAYERS KEY:

	1800mm HIGH STONE WALL
	900mm LOW STONE WALL
	1200mm HIGH DRY STONE WALL
	1800mm HIGH STONE WALL & FENCE
	1800mm HIGH STONE PIER & PANEL WITH RAILING
	1800mm HIGH TIMBER FENCE
	900mm HIGH METAL RAILINGS
	450mm KNEE HIGH RAILS
	EXISTING PUBLIC RIGHT OF WAY (DIVERTED THROUGH THE SITE)
	PILLARS
	LOCKABLE REAR ACCESS GATE
	BIN COLLECTION POINT (ON BIN DAY ONLY)
	BIN STORE
	CYCLE STORE
	REAR GARDEN CYCLE STORE
	ELECTRIC VEHICLE CHARGING POINT TO ALL PARKING SPACES
	PHOTOVOLTAIC PANELS INSTALLED
	AFFORDABLE DENOTATION
	BLOCK PAVING
	GRASSCRETE
	DRAINAGE EASEMENT
	RETAINING WALLS (HEIGHTS AND EXACT LOCATION SUBJECT TO DETAILED ENGINEERING LAYOUT)



SALES AREA EXTRACT (1:500 SCALE)

BARRATT LEEDS		17 5066 - Otley Road Adel			
P17-5066-01- SITE LAYOUT - REV 000		BY	LM		
HOUSETYPE	PARKING	STOREY	SQFT	BED/PERSON	No. TOTAL SQFT
AFFORDABLE					
P204	END	PS	2	760	28/3P 10 7600
P204	MID	PS	2	760	28/3P 5 3800
P204	SEMI	PS	2	760	28/3P 8 6080
P382	END	PS	2	965	38/4P 4 3860
P382	MID	PS	2	965	38/4P 2 1930
P382	SEMI	PS	2	965	38/4P 6 5790
				TOTAL	35 29060
OPEN MARKET					
P204	END	PS	2	760	28/3P 2 1520
P204	MID	PS	2	760	28/3P 1 760
P204	SEMI	PS	2	760	28/3P 4 3040
P382	SEMI	PS	2	965	38/4P 2 1930
P341	DET	SG	2	1001	38/5P 8 8008
H349	DET	INT	2	1026	38/6P 3 3078
H469	DET	SG	2	1536	48/8P 9 13824
H436	DET	DG	2	1805	48/8P 2 3210
H405	DET	DG	2	1703	48/8P 7 11521
H421	DET	DG	2	1765	48/8P 6 10590
H577	DET	DG	2	1972	58/9P 14 27608
H585	DET	DG	2	1808	58/9P 6 10848
				TOTAL	64 96337
				COMBINED TOTAL	99 125397
GROSS AREA		HECTARES		ACRES	
NETT AREA		8.51		21.03	
COVERAGE (sqft per Acre)		3.51		8.69	
				14430	

CCC	04.02.20	INDIVIDUAL PARKING SPACES REMOVED AS INSTRUCTED.	SD	LM	
OOO	04.02.20	SITE LAYOUT PLAN AMENDED IN LINE WITH CLIENT AND HIGHWAY OFFICER COMMENTS.	SD	LM	
NNN	16.01.19	SITE LAYOUT PLAN AMENDED IN LINE WITH CLIENT AND PLANNING OFFICER COMMENTS.	SD	LM	
MMN	12.12.19	SCHEDULE UPDATED TO INCLUDE HOUSE TYPE IN METERS.	THS	LM	
LLL	08.12.19	RAILING ADDED TO PLOTS 36, 38 & 51.	THS	LM	
KKK	05.12.19	SITE LAYOUT UPDATED IN LINE WITH CLIENTS COMMENTS 05.12.19.	THS	LM	
JJJ	05.12.19	SITE LAYOUT UPDATED IN LINE WITH CLIENTS COMMENTS 05.12.19.	THS	LM	
HHH	22.11.19	REAR BOUNDARY TO PLOTS 36 AND 38 AMENDED. VISITOR PARKING ADDED TO USE OF PLOTS 36 AND 38 FROM PATH ADDED TO PLOT 18. PARKING ARRANGEMENT TO 646 AMENDED. ALL AS PER CLIENT INSTRUCTION AND MARKED UP PLAN.	SD	LM	
GGG	22.11.19	HOUSE TYPE MAX UPDATED AND SITE LAYOUT UPDATED ACCORDINGLY. IN LINE WITH CLIENTS PLAN AND COMMENTS 22.11.19.	SD	LM	
FFF	23.10.19	REMOVED LOCATION FROM PLOT 18. TEXT FROM PUMP STATION LABEL AT CLIENTS REQUEST.	AT	LM	
EEE	23.10.19	REMOVE A SUPPLY TO AFFORDABLE TYPES AND REPLACE THE ASTORIA A SMALLER SIZE AS PER CLIENTS REQUEST. REMOVE PUMP STATION UNDERGROUND EQUIPMENT.	AT	LM	
DDD	22.10.19	SURFACE WATER STORAGE TANK NOTE CHANGED TO GREY. PLOW LINE TYPE AND COLOUR ALTERED FOR CLARITY AND EXISTING PLOW TO BE RETAINED NOTE ADDED.	AT	LM	
CCC	22.10.19	ADDED TO ALL PARKING SPACES TO ELECTRIC VEHICLE CHARGING POINT AND FENCE LOCATION MOVED BETWEEN PLOTS 19 AND 75 AS PER CLIENTS INSTRUCTION AND MARKED UP PLAN.	AT	LM	
BBB	17.10.19	PLOT 18 CYCLE & BIN STORE REMOVED. CYCLE STORE NOW PROVIDED IN REAR GARDEN WITH NEW GATE. PLOT 83 & 84 BLOCK AMENDED TO CONTAIN USE AREA TO PARKING ROOF.	THS	LM	
AAA	16.10.19	SCHEDULE UPDATED TO REFLECT A SUPPLY ADDED TO AFFORDABLE HOUSE TYPES. DROPPED KERBS TO FORM REINTEGRATED. PLOT 1075 PARKING AND GARDEN BOUNDARY AMENDED.	THS	LM	
ZZ	14.10.19	A* ADDED TO END OF AFFORDABLE HOUSE TYPE LABELS.	THS	LM	
YY	14.10.19	RAMP BETWEEN PLOTS 1 & 2 REMOVED. PLOTS 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100. PAVING AMENDED. PLOTS 81 & 82 BOUNDARY TREATMENT AMENDED. PLOT 81 CHANGED TO 5065. PLOT 82 PARKING ALTERNED. AFFORDABLE DENOTATION REMOVED. PLOT 81 GARAGE REMOVED. PV DENOTATION MOVED FROM PLOT 97 TO PLOT 91 AS PER CLIENTS INSTRUCTION AND MARKED UP PLAN.	THS	LM	
XX	03.10.19	PLOT 18 CYCLE & BIN STORE REMOVED. CYCLE STORE NOW PROVIDED IN REAR GARDEN WITH NEW GATE. PLOT 83 & 84 BLOCK AMENDED TO CONTAIN USE AREA TO PARKING ROOF.	SD	LM	
VVV	02.10.19	SITE LAYOUT REV UPDATED IN LINE WITH SKETCH OVERLAY DRAWING. AND CLIENTS MARKED UP PLAN.	SD	LM	
UUU	28.08.19	SITE LAYOUT REV UPDATED IN LINE WITH CLIENTS COMMENTS.	SD	LM	
UUU	28.08.19	DRY STONE WALL SHOWN TO FRONT OF PLOTS 83 & 84. 50-56 IN LINE WITH CLIENTS COMMENTS.	SD	LM	
TTT	23.08.19	SITE LAYOUT UPDATED IN LINE WITH CLIENTS COMMENTS AND MARK UP RECEIVED 23-08-19.	SD	LM	
SSS	22.08.19	SITE LAYOUT UPDATED IN LINE WITH CLIENTS COMMENTS AND MARK UP RECEIVED 22-08-19.	SD	LM	
RRR	17.06.19	SITE LAYOUT UPDATED WITH AMENDED LANDSCAPING.	SD	LM	
QQQ	12.06.19	SITE LAYOUT AMENDED IN LINE WITH CLIENTS COMMENTS.	SD	LM	
PPP	11.06.19	SITE LAYOUT AMENDED IN LINE WITH CLIENTS COMMENTS.	SD	LM	
QQQ	05.06.19	LANDSCAPING LAYOUT & NOTES ADDED TO PLOT 10.	LS	LM	
NNN	30.04.19	SITE LAYOUT AMENDED IN LINE WITH CLIENTS COMMENTS TO BREAK-UP AREAS OF FRONT PARKING. ENTRANCE WALLS ADDED. THESE ARE PLOTS 1 & 2 SHOWN AS RETAINED.	LS	LM	
MMM	25.04.19	SITE LAYOUT AMENDED IN LINE WITH CLIENTS COMMENTS.	SD	LM	
LLL	24.04.19	HOUSE TYPE MAX UPDATED ACROSS SITE AND ROAD LAYOUT AMENDED. TO NORTH EAST OF SITE IN LINE WITH CLIENTS COMMENTS.	SD	LM	
KKK	12.12.19	SITE LAYOUT AMENDED IN LINE WITH CLIENTS COMMENTS.	SD	LM	
JJJ	11.12.19	SITE LAYOUT AMENDED IN LINE WITH CLIENTS COMMENTS.	SD	LM	
III	26.11.19	GRASSCRETE AREA AMENDED AS PER CLIENTS COMMENTS.	SD	LM	
HHH	21.11.19	ENTRANCE FEATURE WALLS ADDED. PRIVATE DRIVE TO PLOTS 38 & 39 AMENDED.	LS	LM	
GGG	05.11.19	SITE LAYOUT AMENDED IN LINE WITH CLIENTS COMMENTS.	SD	LM	
FFF	25.10.19	SITE LAYOUT AMENDED IN LINE WITH CLIENTS COMMENTS.	SD	LM	
EEE	24.10.19	AMENDED IN ACCORDANCE WITH CLIENT AMENDMENTS.	KW	LM	
DDD	23.10.19	SITE LAYOUT UPDATED FOLLOWING PLANNING OFFICER COMMENTS.	SD	LM	
CCC	15.10.19	DRAWING UPDATED FOLLOWING CLIENTS COMMENTS.	SD	LM	
BBB	09.10.19	DRAWING UPDATED TO INCLUDE NEW TOPOGRAPHY SURVEY. SURVEY. ORDNANCE SURVEY DATA, ACCESS & TREE SURVEY.	LS	LM	
AAA	24.08.19	PLOT 38 GARAGE MOVED TO INCORPORATE EASEMENT. PLOT 38 & 39 GARAGES MOVED BACK.	KW	LM	
Z	20.08.19	SCHOOL ALLOCATION AREA SHOWN.	LB	LM	
Y	17.08.19	PLANTING TO PUMPING STATION AMENDED. PLOT 38 IS POSITIONED OUTSIDE OF PPA. FOOTWAY ADDED TO NORTH SIDE OF ACCESS ROAD.	LB	RAN	
X	13.08.19	TREE SURVEY UPDATED. MINOR CHANGES TO REMOVE OBSTRUCTION FROM SPACES.	LB	RAN	
V	07.08.19	THE LAYOUT HAS BEEN UPDATED TO TAKE ON BOARD SOME OF THE COMMENTS FROM THE PLANNING OFFICER.	RAN	LM	
U	30.08.19	PLOT 81 ROTATED. PLOT 86 PULLED FORWARD. PLANTING ADDED TO PUMPING STATION. PLOTS 10 & 14 HANDED. PPA QUANTIFY ADDED.	LB	LM	
U	09.08.19	TREE SURVEY UPDATED ON SITE LAYOUT.	SD	LM	
T	01.08.19	VEHICLE ELECTRIC CHARGING POINTS ADDED.	KW	LM	
S	21.06.19	PLOTS 38 & 39 AMENDED TO INCLUDE ACCESS TO WEST OF SITE. PPA. SEWER EASEMENT ADDED. A PUMP STATION RELOCATED AND ACCESS TRACK INCREASED.	KW	LM	
R	29.05.19	THE WALL TO PLOT 81 HAS BEEN ALTERED TO GIVE A SLIGHTLY LARGER GARDEN SIZE. PLOTS 4 & 8 HAVE BEEN MOVED EASTWARD WITH THE VARIOUS PARKING ARRANGEMENTS ALTERED TO ACCOMMODATE THE POSSIBILITY OF A FUTURE LINK TO THE ADJACENT LAND.	RAN	LM	
Q	18.05.19	COORDINATES UPDATED. SALES PARKING MOVED.	LB	LM	
P	15.05.19	ROAD REMOVED. SALES PARKING MOVED.	KW	LM	
N	14.05.19	PLOT 2 REMOVED. ROAD TO BOUNDARY ADDED. PLOT 14. HOUSE TYPE CHANGED. PLOT 18 ADDED. HIGHWAY MOVED NORTH TO ENSURE PATH LIES OVER EXISTING PLOW.	KW	LM	
M	10.05.19	LAYOUT REVISED AS PER CLIENTS COMMENTS.	LB	LM	
L	08.04.19	LAYOUT REVISED AS PER CLIENTS COMMENTS.	LB	LM	
J	27.03.19	AMENDED AS PER CLIENT COMMENTS.	AT	LM	
I	13.03.19	THE AFFORDABLE HOUSE TYPES (PHOSPHO) HAVE BEEN SWAPPED OUT FOR THE P204 & P382 RESPECTIVELY.	RAN	LM	
H	05.03.19	THE BOUNDARY TREATMENTS REFERRING TO BRICK HAVE BEEN AMENDED TO NOW INDICATE STONE TO REFLECT THE LOCAL TERRACOTTA.	RAN	LM	
G	16.02.19	THE PUBLIC RIGHT OF WAY PATHS THROUGHOUT THE SITE. THE PUBLIC RIGHT OF WAY PATHS THROUGHOUT THE SITE. THE PUBLIC RIGHT OF WAY PATHS THROUGHOUT THE SITE. THE PUBLIC RIGHT OF WAY PATHS THROUGHOUT THE SITE.	RAN	LM	
F	14.02.19	7 TYPE H485 HAVE BEEN SUBSTITUTED FOR TYPE H415 & 5 TYPE H415 HAVE BEEN SUBSTITUTED FOR TYPE H485. WITH PLOTS BEING MOVED AROUND HERE & THERE TO ACCOMMODATE THE AMENDMENTS.	RAN	LM	
E	26.01.19	THE FULL EXTENT OF THE LAND ALLOCATED FOR THE PROPOSED SCHOOL HAS BEEN INDICATED WITH SOME GARDENS BEING ALTERED TO CREATE MORE USABLE AREAS & A DOUBLE PUMPING STATION HAS BEEN SHOWN.	RAN	LM	
D	23.01.19	REAR ACCESS PATHS TO MID PLOTTED UNITS HAS BEEN REMOVED. NOTES REGARDING THE PUBLIC FOOTPATHS RUNNING THROUGHOUT THE SITE HAVE BEEN ADDED & A KNOTHOP OPERATED ROLLERS HAVE BEEN SHOWN TO THE SOUTHERN SECONDARY ACCESS ROAD.	RAN	LM	
C	17.01.19	PLOT 38 GARAGE HAS BEEN PULLED BACK BEHIND THE HOUSE. THE PARKING TO PLOTS 38 & 39 HAS BEEN ALTERED IN ORDER TO GIVE A LARGER GARDEN AMENITY SPACE & BICYCLE STORES SUPPLIED TO ALL MID TERRACE PLOTS.	RAN	LM	
B	15.01.19	THE SALES AREA HAS BEEN RELOCATED. VARIOUS GARDEN SIZES INCREASED THROUGHOUT THE SITE. PLOT 7 & 13 HAVE BEEN SWAPPED OVER TO ALLOW PLOTS 5 & 10 TO BE MOVED WESTWARD IN ORDER TO PROVIDE MORE DISTANCE TO THE EXISTING WATERS COURSE & SOME OF THE PARKING RAILS REDUCED ALL AT THE REQUEST OF THE CLIENT.	RAN	LM	
A	03.01.19	THE AFFORDABLE UNITS (PLOTS 20 & 33) HAVE BEEN SWAPPED WITH THE OPEN MARKET UNITS (PLOTS 34 & 35). PLOTS 5 & 8 HAVE BEEN PUSHED BACK AWAY FROM THE ROAD WITH OTHER SMALL AMENDMENTS HERE & THERE AT THE REQUEST OF THE CLIENT.	RAN	LM	
REV	DATE	DESCRIPTION	BY	CHECK	

ARCHITECTURE | PLANNING | LANDSCAPE

CLIENT: BARRATT LEEDS

PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT @ OTLEY ROAD, ADEL

DRAWING: SITE LAYOUT & LANDSCAPE

DRAWING NUMBER: P17-5066-01 PPP

SCALE @ A8: 1:500

DATE: DEC 17



Originator: Ben Field

Tel: 0113 3787951

Report of the Chief Planning Officer

SOUTH AND WEST PLANS PANEL

Date: 19th March 2020

Subject: Application number 19/06632/FU – Demolition of car storage facility and construction of a dwelling at CT Cars Garage adjacent Highfield Stables, Carlton Lane, Guiseley, LS20 9PE

APPLICANT

Mr and Mrs J & H Thornton

DATE VALID

25th October 2019

TARGET DATE

20th December 2019

Electoral Wards Affected:
Otley and Yeadon

☐ Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity ☐

Community Cohesion ☐

Narrowing the Gap ☐

RECOMMENDATION: Grant Permission subject to the specified conditions:

1. Commencement within 3 years
2. Development in line with approved plans
3. External materials to be approved
4. Vehicle spaces to be laid out
5. Hardstanding to the front to be permeable
6. Statement of Construction Practice to be approved
7. Electric Vehicle Charging Points to be provided
8. Cycle/motorcycle and bin store details to be approved
9. Front boundary treatment not to exceed 1m height above highway
10. Surface water and foul water drainage works to be approved
11. Inclusion of water butts
12. Noise insulation scheme to be approved
13. Hard and soft landscape scheme to be approved
14. Phase I Desk Study and if necessary Phase 2 site investigation to be approved
15. Amended remediation statement to be approved
16. Imported soil tests to be approved
17. Removal of asbestos to be approved

18. Removal of permitted development rights for extensions and outbuildings

1.0 INTRODUCTION

- 1.1 The application is presented to Plans Panel at the request of Councillor Colin Campbell, on the grounds that the proposal will have a detrimental impact on the openness of the Green Belt and it is in an unsustainable location.

2.0 PROPOSAL:

- 2.1 The applicant seeks planning permission for the demolition of an existing vehicle storage and office building and the construction of a detached dwelling with associated landscaping and parking.
- 2.2 The scheme will allow for a family home comprising of kitchen/dining/living areas, utility room, WC, office and one bedroom at ground floor and three bedrooms and two bathrooms at first floor. There will be garden areas to the front, side and rear and off street parking facilities for three vehicles. The materials will be stone to the elevations and slate to the roof.

3.0 SITE AND SURROUNDINGS:

- 3.1 The existing building has a lawful use as a commercial business for vehicle storage and office located within the Green Belt along Carlton Lane in Guiseley. It has a gated entrance directly off Carlton Lane leading to a tarmaced forecourt and further area of hardstanding beyond. Given the topography of the area the site slopes downwards slightly from the rear to the front. The building is stepped away from all site boundaries which are characterised by low stone walls to the front (south) and side (east), fence to the other side (west) and mature conifer hedge to the rear (north). The building was originally a barn in agricultural use which gained consent to change to a commercial use in 2006 and is constructed in blockwork which is painted green with a corrugated metal roof. There is a small stable abutting the site to the east, open fields to the west and an agricultural shed and open fields to the north. Beyond Carlton Lane and fields to the south there is a group of buildings of residential and agricultural use which all have access points to Carlton Lane in relatively close proximity to the host site.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 06/02356/FU - Retrospective application for change of use of farm building to vehicle storage and office – Approved 02.10.2006
- 4.2 H29/194/87/ - Detached stables and barn, with toilets, tack room and hay loft to field. - Approved 26.10.1987

5.0 HISTORY OF NEGOTIATIONS

- 5.1 During the processing of the application negotiations between officers and the agent have been ongoing. These have been to address the comments made by the Highway's Officer in relation to details of the gates, site lines, bin stores and cycle storage.

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 The application was advertised by site notice which was posted on 12th November 2019 and expired on 3rd December 2019.
- 6.2 1 letter of objection was received concerned with the following matters:
- The composition of the existing building may contain asbestos therefore the demolition may be harmful to humans and animals within the immediate vicinity.
 - The current use is commercial with a proliferation of vehicles therefore is not agricultural as the application form suggests.
 - The proposal may have an impact on the water supply pipework.
 - The land is within the Green Belt therefore residential development would appear to be at odds with this.
 - Concern that the proposal will lead to surface run off of water and leeching of foul water given the topography of the land.
- 6.3 Cllr Colin Campbell has also objected to the proposal raising the following points:-
- The proposal for the building of a house along with garden and parking area would be an incongruous intrusion into this important area of Green Belt, resulting in loss of openness contrary to local and national planning policy
 - The proposal could cause traffic safety issues on the already busy Carlton Lane.
 - The proposal is some distance from any services or bus route therefore the site not in a sustainable location.
 - Any pedestrian trying to access the site would be in danger as there is no safe footpath in the area.
- 6.4 Bramhope and Carlton Parish Council – Objects as the proposal does not comply with Green Belt Policy as it will have a greater impact on the openness of the Green Belt as it is higher and contains a significant number of windows, new doors etc in comparison to the existing building.

7.0 CONSULTATION RESPONSES:

- 7.1 **Highways** – Initially required further information relating to the site lines, access gates, bin and cycle store. The applicant submitted an amended scheme with the required changes which addressed the highways concerns.

In addition they stated that whilst the site is not located in a sustainable area with no close access to public transport or suitable pedestrian links, the Core Strategy guidance applies to developments of 5 or more dwellings. A highways objection would be hard to justify on accessibility / sustainability grounds given that it is for a single dwelling only.

Therefore no objections subject to conditions relating to a method of construction practice, electric vehicle charging points, waste collection are provided.

- 7.2 **Flood Risk Management** – It would need to be shown that surface and foul water can be adequately discharged from site. Therefore no objections subject to conditions.
- 7.3 **Contaminated Land** – No objections subject to conditions relating to the submission of a desk top study and subsequent remediation statement if required, the removal of possible asbestos, and the importing of soil.

- 7.4 **Environmental Studies – Transport Strategy** – Given its proximity to Leeds Bradford Airport noise insulation methods will be required. This can be controlled by condition.

8.0 **PLANNING POLICIES:**

- 8.1 Section 38 of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise.

Development Plan

- 8.2 As required by Section 38(6) of the Planning and Compulsory Purchase Act 2004 this application has to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The development plan currently comprises the adopted Local Development Framework Core Strategy (2014), The Core Strategy Selective Review (2019), those policies saved from the Leeds Unitary Development Plan (Review 2006) (UDP), the Site Allocations Plan (2019) and the Natural Resources and Waste Local Plan (2013 and 2015).

- 8.3 The application site is designated Green Belt but has no other specific allocations or proposals.

Adopted Core Strategy

- 8.4 The Core Strategy 2014 (as amended by the Core Strategy Selective Review 2019) is the development plan for the whole of the Leeds district. The following Core Strategy policies are considered most relevant:

General Policy – Sustainable Development and the NPPF

Spatial Policy 1 – Location of Development

Spatial Policy 6 – The Housing requirement and allocation of housing land

H2 – New housing development on non allocated sites

H9 – Minimum Space Standards

H10 – Accessible Housing Standards

P10 – Design

P12 – Landscape

T2 – Transport

EN5 – Managing Flood Risk

EN8 – Electric Vehicle Charging Infrastructure

G9 – Biodiversity Improvements

Adopted Site Allocations Plan

- 8.5 HG1 – Identified Housing Sites
HG2 – Housing Allocations

Natural Resources and Waste Local Plan

- 8.6 Water 1 – Water Efficiency
Water 7 – Surface Water Run-Off
Land 1 – Contaminated Land
Land 2 – Development and Trees

Saved Policies - Leeds UDP (2006)

- 8.7 The following saved policies within the UDPR are considered most relevant to the determination of this application:

GP5 – Requirement of Development Proposals
BD5 - New Buildings
N32 – Green Belt
N33 and Appendix 5 – Green Belt
N25 – Boundaries
LD1 – Landscape Design

Relevant supplementary guidance:

- 8.8 Supplementary Planning Guidance provides a more detailed explanation of how strategic policies of the Unitary Development Plan can be practically implemented. The following SPGs are relevant and have been included in the Local Development Scheme, with the intention to retain these documents as 'guidance' for local planning purposes:

SPG13 – Neighbourhoods for Living: A Guide for Residential Design in Leeds
SPD – Street Design Guide

National Planning Policy Framework (NPPF)

- 8.9 The National Planning Policy Framework (NPPF), published February 2019, and the National Planning Practice Guidance (NPPG), introduced March 2014, replaces previous Planning Policy Guidance/Statements in setting out the Government's planning policies for England and how these are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.
- 8.10 The introduction of the NPPF has not changed the legal requirement that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The policy guidance in Annex 1 to the NPPF is that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. The closer the policies in the plan to the policies in the Framework, the greater the weight that may be given.
- 8.11 The following parts of the NPPF have been considered in the consideration of this application. Paragraph 127 of Part 12 'Achieving well designed places', paragraphs 143 -145 of Part 13 'Protecting Green Belt Land' and paragraph 170 of Part 15 'Conserving and enhancing the natural environment' is applicable to this proposal.

9.0 MAIN ISSUES

1. Principle of development
2. Visual amenity and the Green Belt
3. Residential amenity
4. Highway safety and sustainable location
5. Flood Risk Management
6. Climate Emergency
7. Representations

Other Issues

- 8. CIL
- 9. Conclusion

10.0 APPRAISAL

Principle of development

- 10.1 The site is unallocated within the Site Allocations plan within a rural location in the Green Belt but has an existing building of a lawful commercial use. As such it is considered the site is previously developed land (as defined in the NPPF).
- 10.2 Policy H2 of the Core Strategy includes a number of criteria that new housing development on non-allocated land should meet and states *“New housing development will be accepted in principle on non-allocated land providing that (i) the number of dwellings does not exceed the capacity of transport, educational and health infrastructure, as existing or provided as condition of development (ii) For developments of 5 or more dwellings the location should accord with the Accessibility Standards in Table 2 of Appendix 3, (iii) Green Belt Policy is satisfied for sites in the Green Belt.*
- 10.3 The proposal is for a single dwelling and whilst the site is located some distance from amenities, educational and health infrastructure and public transport facilities, an additional dwelling in this location will not exceed their capacity. In turn although the proposal falls short of accessibility standards for new development, these standards relate to the construction of 5 or more dwellings. Given the existing site use it is considered that the principle of the development is acceptable in this instance. The circumstances of this will be discussed within the report. The proposal will replace the existing building on the site with a detached dwelling of similar scale and design which will not have a greater impact on the character and openness of the Green Belt which will satisfy Green Belt policy.
- 10.4 As such it is considered the proposal for residential development in this location is acceptable in principle subject to all other material planning considerations.

Visual amenity and the Green Belt

- 10.5 The application site comprises land which has a current lawful use as a vehicle storage and office facility since 2006 therefore the building is no longer in agricultural use. National Planning Policy allows for the limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would: – not have a greater impact on the openness of the Green Belt than the existing development; or – not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land. In addition national and local policy allows the re-use of buildings provided they are of permanent and substantial construction, therefore the conversion of the existing building to a dwelling could also be an option in this instance.
- 10.6 Although the scheme will result in the demolition of the existing building the new dwelling will be positioned in approximately the same location within the site but on a smaller footprint. It will also be comparable in design by retaining the cat slide roof characteristic of the existing building and will be of similar scale being only 1.06 metres higher. This increase in height is very modest over the existing building and

given the low profiled roof design it will not dominate the plot or surroundings. Therefore nor will it result in an increase in sprawl within the site or have a detrimental impact on the openness of the Green Belt. The dwelling will also be constructed in coursed stonework and slate to the roof which will be an appropriate material palette and will be an improvement on the materials used for the existing building.

- 10.7 As such it is considered the proposal will not have an increased detrimental impact on the character and appearance or on the openness of the Green Belt than the existing development. It will also be of an appropriate scale and design and will utilise materials which will not be detrimental to the character and appearance of the site or streetscene.
- 10.8 The proposal is therefore considered to comply with section 12 achieving well designed places and section 13 Protecting Green Belt Land of the NPPF, Policy P10 of the Core Strategy, saved policies GP5, BD5, N33 and Appendix 5 of the UDPR.

Residential amenity

- 10.9 Consideration has been given to the impact the development will have on the residential amenity of future occupants of the proposed dwelling and the occupants of neighbouring properties.
- 10.10 In order to provide a sufficient level of residential amenity there must be an acceptable level of outlook and amenity space for the enjoyment of the occupiers within the site. The site must also be protected from being overlooked and from overlooking other sites.
- 10.11 The development of the plot has been appropriately designed to ensure the amenity of future occupants is not compromised. The dwelling will be constructed over two floors which incorporate kitchen/dining/living areas, utility room, WC, office and one bedroom at ground floor and three bedrooms and two bathrooms at first floor. It is considered the dwelling will have rooms which are adequate in size conforming to the Local Authority's adopted space standards and will also provide a sufficient level of light and outlook. The proposed dwelling is positioned within the plot to allow a garden area to the front and generous private garden area to the side and rear with enough off street parking for at least three vehicles. As such it is considered the scheme will provide an acceptable level of amenity for future occupants of the development.
- 10.12 Changes to national planning policy and the building Regulations in 2015 enable Local Authorities to require the provision of accessible dwellings as part of new residential development so to meet the needs of residents. Leeds Core Strategy policy H10 (Accessible Housing Standards) was formally adopted through the Core Strategy Selective Review process in September 2019 which requires new build residential dwellings to meet accessible housing standards. The dwelling will have a step free principal entrance and a step free downstairs with access to a WC, kitchen, living area and bedroom. Easy access will also be achievable to the outdoor area with further adaptations easily made in future if necessary.
- 10.13 Given the site is located in close proximity to Leeds Bradford Airport it is important that the property is sufficiently insulated from external noise for future occupants to enjoy a good standard of residential amenity. A condition is therefore being proposed requiring a noise insulation scheme to be submitted to and approved in

writing by the Local Planning Authority prior to the building works commencing.

- 10.14 Given the location of the site, distance to neighbouring properties and because the dwelling will be constructed on approximately the same footprint and will be comparable in height and form to the existing building, it is considered the proposal will not lead to any issues in relation to the living conditions of occupiers of nearby properties.
- 10.15 Overall, it is considered that the proposed development will enable a good level of amenity for future occupants without having an adverse impact on the amenity of the occupants of nearby sites.
- 10.16 The proposal is therefore considered to comply with Policies P10, H9, and H10 of the Core Strategy and saved policies GP5 and BD5 of the UDPR.

Highway Safety and sustainable location

- 10.17 The proposed scheme will replace an existing use of a car storage business with one detached family dwelling. It is considered a single family dwelling will generate less comings and goings than could be generated by a commercial use on this site. Whilst Carlton Lane is relatively narrow and there have been accidents recorded at several locations along the whole length of the road, none have been recorded in close proximity to the site. The nearest recorded accidents for the last six years are 750m to the west and 1000m to the east therefore this site should not be associated with these accidents.
- 10.18 The site has good visibility sight lines and the proposed entrance gates will be set back from the road and open inwards therefore negating the possibility of vehicles overhanging the highway when waiting to enter the site.
- 10.19 The proposal also provides three vehicle parking spaces within the site and a turning facility to enable vehicles to enter and exit in a forward gear. Bin and cycle stores are also provided within the site.
- 10.20 Whilst the proposal is in a location with no direct public transport links from the site, it is relatively close to the centre of Guiseley being 1.5 miles away and is considered on balance that the new dwelling is acceptable in this respect, also having regard to the established commercial use of the existing building on the site.
- 10.21 Whilst a residential use would be likely to lead to a different pattern of trips to a commercial use, the comings and goings of a single family dwelling are likely to be less frequent than those associated with a commercial use.
- 10.22 The Highway Authority has advised that an objection would be difficult to justify on sustainability grounds due to the location of the building.
- 10.23 As such subject to conditions the scheme is considered acceptable in highway terms. The proposal is therefore considered to comply with Policy T2 of the Core Strategy.

Flood Risk Management

- 10.24 Given the site is previously developed land with an active use which generates both surface and foul water discharge it is considered the proposal is acceptable in flood

risk management terms providing the surface water runoff does not exceed the sites existing runoff rate. This should be achieved by the use of infiltration drainage through SuDS (Sustainable drainage systems) however if this is a non viable option an alternative method for the surface water disposal would need to be provided by the developer. Given the location of the site there are no public sewers in the nearby vicinity or any sewers on the site, however the existing building uses a cess pit on site for the foul drainage. The dwelling proposes to utilise the existing system however it will need to be demonstrated that the proposed foul drainage arrangements are appropriate. A condition is therefore being proposed which requires full details of surface and foul water drainage to be submitted to and approved by the Local Planning Authority prior to the commencement of building works.

Climate Emergency

- 10.25 The proposal relates to a minor development and does not meet the thresholds for compliance with Core Strategy policies EN1 (Climate Change – Carbon Dioxide Reduction) and EN2 (Sustainable Design and Construction). The proposal does however relate to the re-development and efficient use of previously developed land. The development will also provide Electric Vehicle Charging Points. The inclusion of water butts and ensuring the hardstanding to the front will be permeable will be secured by planning condition. Furthermore, the proposal will result in a net increase in vegetation and soft landscaping at the site in particular in relation to new lawn area replacing the majority of hardstanding. A hard and soft landscaping scheme (secured by planning condition) will have biodiversity and carbon capture benefits. Overall, the proposal is not considered to raise any notable concerns in relation to the Council's Climate Emergency declaration.

Representations

- 10.26 The material planning issues raised in the representations have been covered within the report above.

CIL

- 10.27 The Community Infrastructure Levy (CIL) Charging Schedule was adopted on 12th November 2014 with the charges implemented from 6th April 2015 such that this application is CIL liable on commencement of development at a rate of £90 per square metre of chargeable floorspace. However the applicant intends to submit a self build exemption prior to commencement therefore this scheme will generate no contribution to CIL. This is not a material planning consideration and is presented for information purposes only.

11.0 CONCLUSION

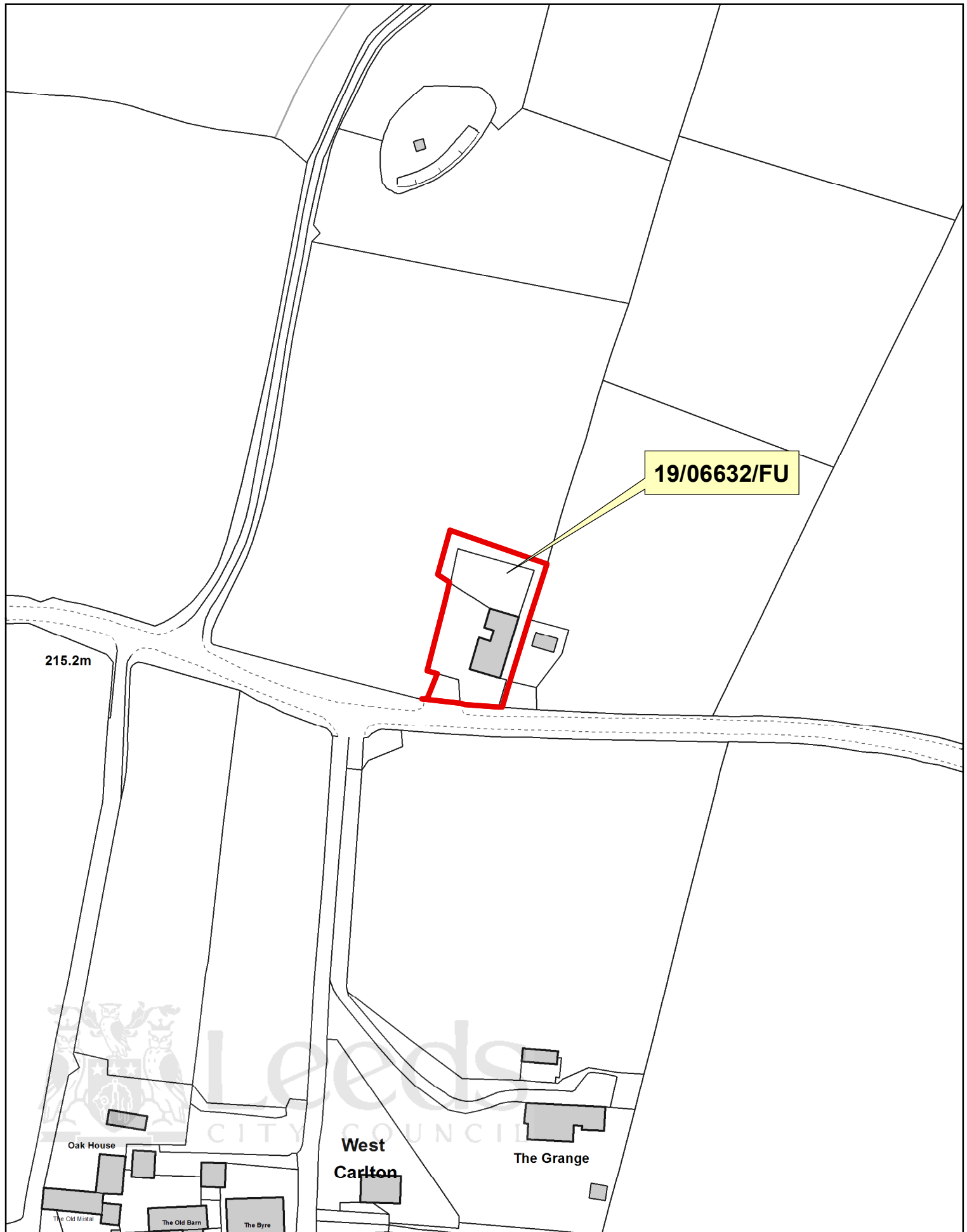
- 11.1 To conclude, the principle of residential development on this previous developed site is considered acceptable. The proposal will provide a development that is visually appropriate to its setting and wider locality, paying due care to the character and openness of the Green Belt. The dwelling will provide an appropriate level of amenity for future occupants whilst preserving the amenity of occupants of neighbouring sites. Given the existing use it is considered that on balance a residential development in this location is acceptable and will not have a detrimental impact on highway safety. The proposal is therefore considered to comply with development plan policies and the NPPF and taking all other material

considerations into account including representations received, it is recommended to Members for approval subject to the conditions set out.

Background Papers:

Certificate of ownership: signed by applicant.

Planning application file.



SOUTH AND WEST PLANS PANEL

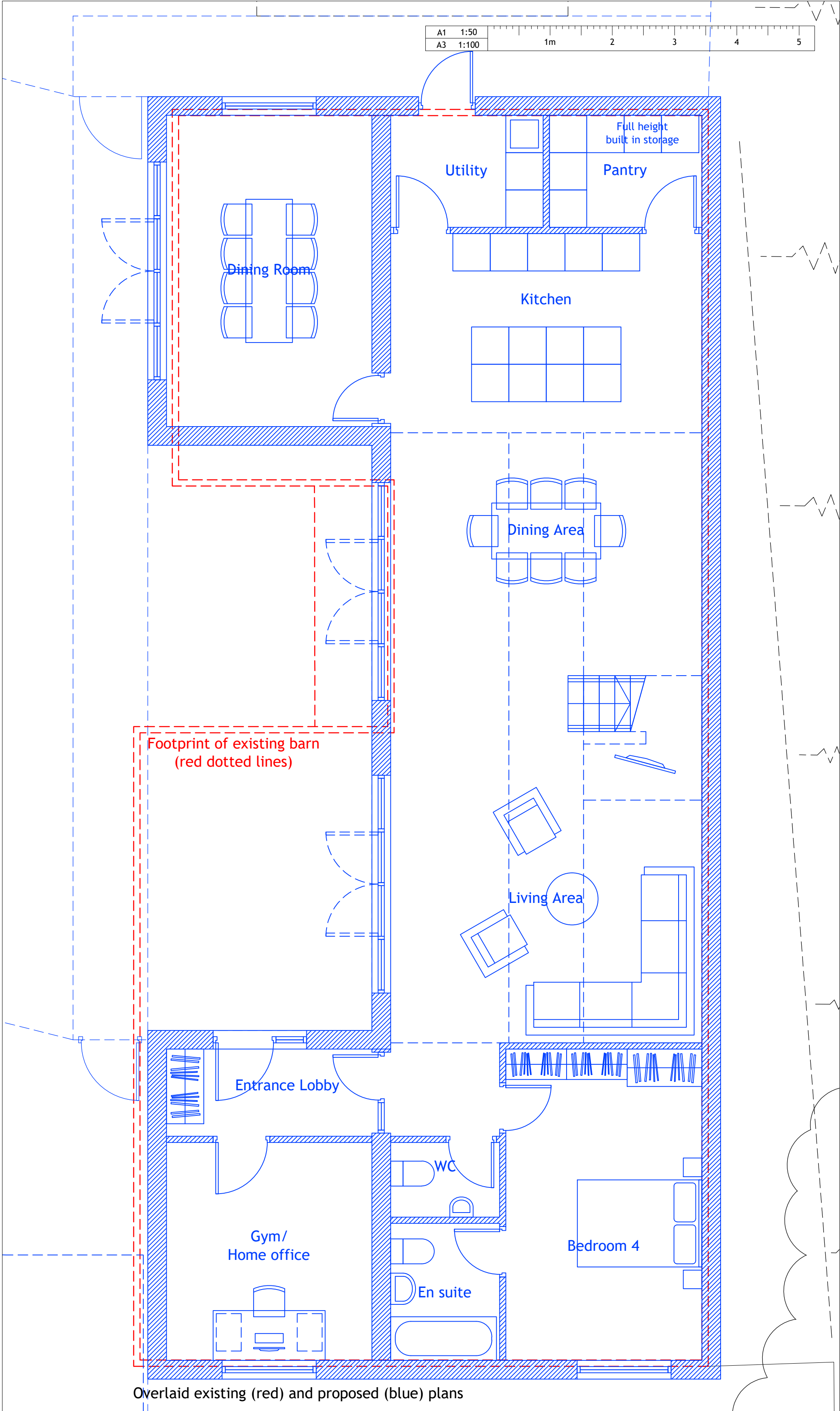
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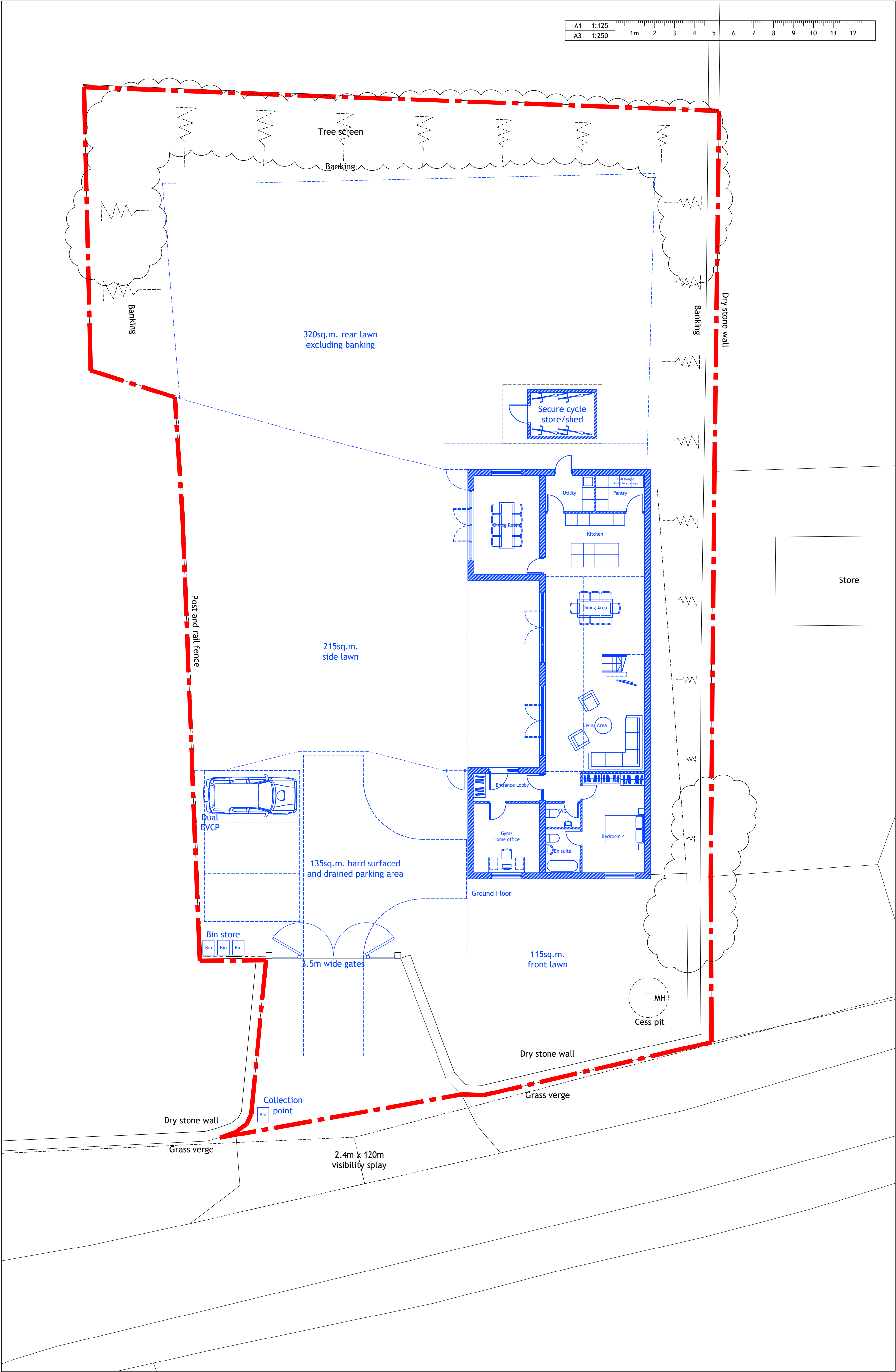
Page 55

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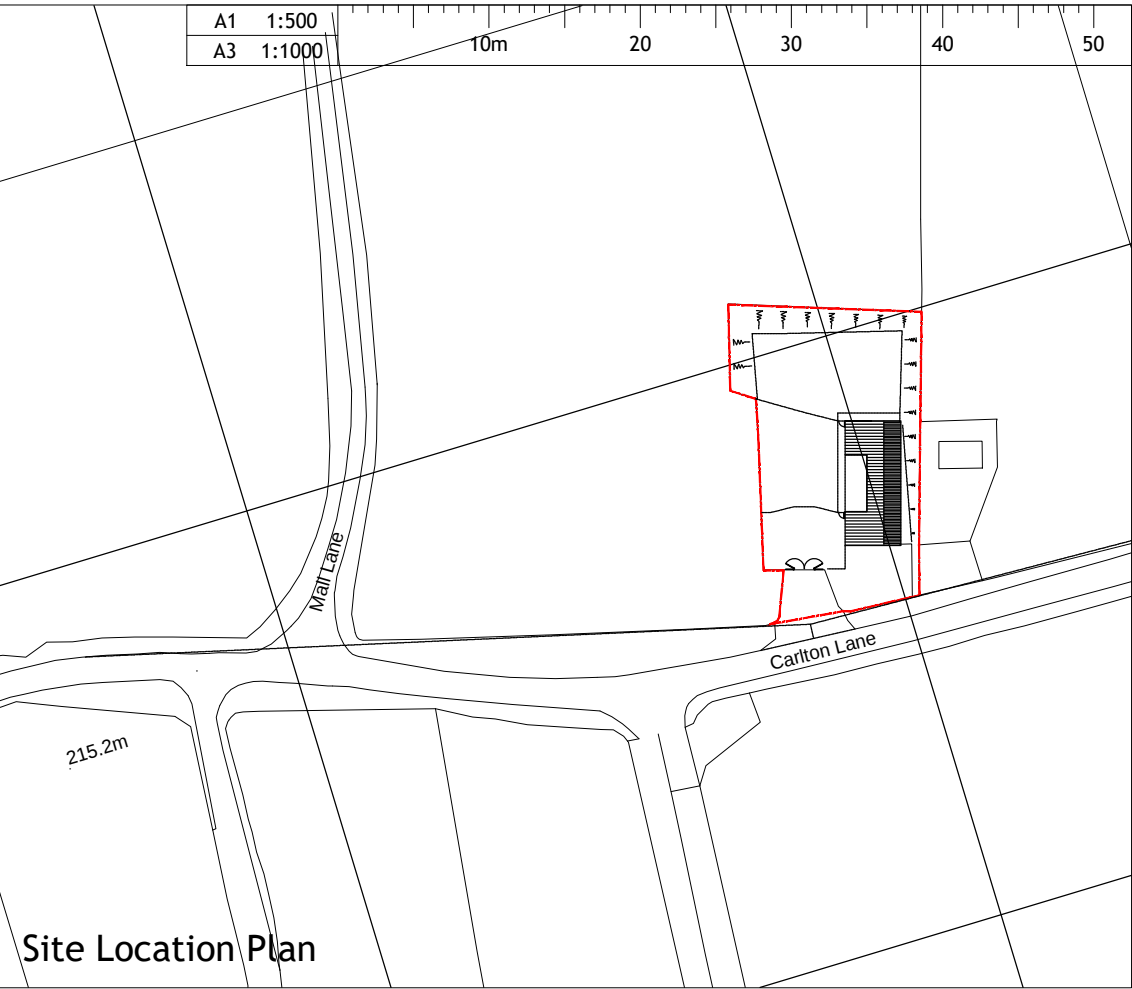




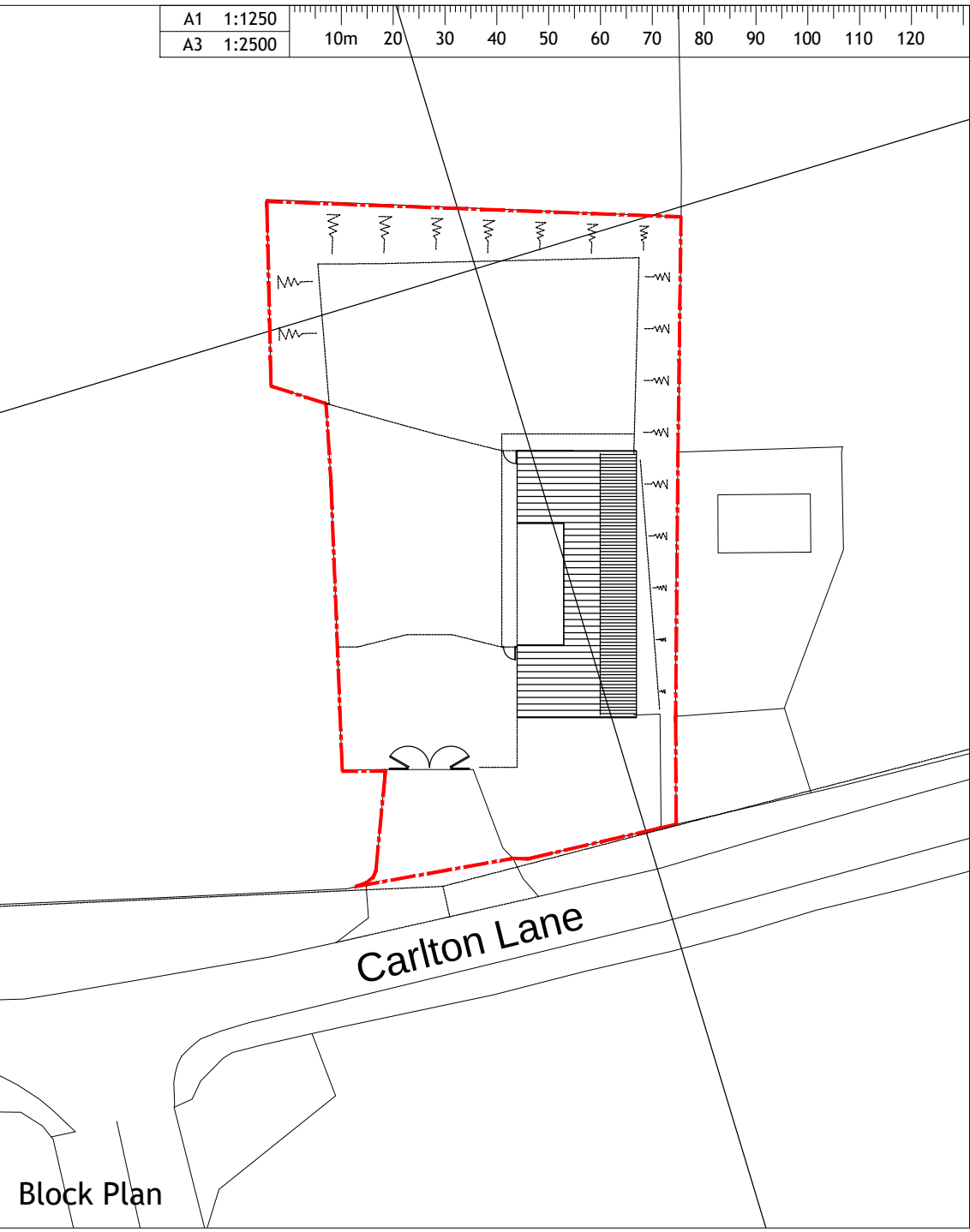
Overlaid existing (red) and proposed (blue) plans



Written dimensions on these drawings shall take precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the project and Airedale Architects must be notified of any variations from the dimensions and conditions shown by these drawings prior to commencement of any work. All contractors are deemed to have made themselves aware of site conditions prior to entering into any contract.



Site Location Plan



Block Plan

A	EXTERNAL WORKS UPDATED FOLLOWING HIGHWAYS DEPT COMMENTS	21.11.19	ML
REV	DESCRIPTION	DATE	DRAWN

airedalearchitects

5A Chapel Lane, Bingley, BD16 2NG
office@airedalearchitects.com 01274 551140
www.airedalearchitects.com

CLIENT	Mr and Mrs Thornton		
ADDRESS	Highfield Stables, Carlton Lane Guiseley, Leeds, LS20 9PE		
PROJECT	Conversion of barn to family dwelling		
DRAWING	Proposed Site Plan		
DRAWN	ML	DATE	Sept 2019
DWG No.	1998/04A		
STATUS	PLANNING		



Originator: Richard Smith

Tel: 0113 3788030

Report of the Chief Planning Officer

SOUTH & WEST PLANS PANEL

19th March 2020

19/07827/RM: Reserved Matters Application for two eight storey office blocks (B1a) with ancillary commercial space (B1a and/or A1, and/or A3, and/or A4, and/or A5) and a multi-storey car park to plots K3/K4 at Kirkstall Forge, Leeds

Applicant – GMV Twelve Ltd

APPLICANT

GMV Twelve Ltd

DATE VALID

20th December 2019

TARGET DATE

20th March 2020

Electoral Wards Affected:

Kirkstall

☐ Yes

Ward Members consulted

Specific Implications For:

Equality and Diversity ☐

Community Cohesion ☐

Narrowing the Gap ☐

RECOMMENDATION:

DEFER AND DELEGATE to the Chief Planning Officer for Approval, subject to the specified conditions and any others considered appropriate.

1. Plans to be approved
2. No music or amplified sound including tannoy systems audible at the estate site boundary
3. Submission of Construction Method Statement (respect of safety, operational needs and integrity of the railway)
4. Submission of Parking Strategy Document as revised to submitted prior to development of either K4 or K3, including review of off-site parking surveys / implementation of any additional Traffic Regulation Orders

1.0 INTRODUCTION

- 1.1 This application before Plans Panel follows the pre-application presentation made back in July 2019. The application is further to the approval of Outline application (as varied) ref. 15/04824/FU.

2.0 SITE AND SURROUNDINGS

- 2.1 The site comprises the former 23-hectare Kirkstall Forge site. It is adjoined to the north by the A65, Hawksworth Wood and post-war residential development whilst to the south it is adjoined by Bramley Fall Woods, the railway line and the Leeds - Liverpool canal. To the west is open land and the Newlay Conservation Area with further open land to the east. It is accessed from the A65 at a distance of circa 3.7m from the city centre.
- 2.2 With the exception of the listed buildings on the site, all the former commercial buildings have been fully cleared. The first phase of development at plot J1, comprising 15,534m² of new class B1 (grade A) office space set across 7 stories with basement parking is now built and almost entirely occupied. This sits adjacent to the 'stitch'; an area of public realm and the formation of the key access route over the River Aire for pedestrians and vehicles moving north/south across the estate.
- 2.3 The new Kirkstall Forge railway station and associated car parking is also now operational with half hourly trains to and from Leeds and Bradford. The Forge estate is served by an access road from the western access into the site from the A65.
- 2.4 Recently construction has begun on two of the initial (prototype) residential properties forming part of the wider phase to plots E/F.
- 2.5 The phasing of the estate is discussed further below in the relevant planning history.

3.0 PROPOSALS

- 3.1 The proposals, to be submitted as a Reserved Matters application, amount to the development of two class B1 office buildings (totalling 247,032m² Gross Internal Area) set either side of a new multi-storey car park (MSCP) of 707 spaces. This may be undertaken on a phased basis with K4 being delivered first, then K3 and the MSCP second and then finally thirdly, the removal of the current loop road between the two sets of buildings and implementation of the Public Realm (called the 'Stitch').
- 3.2 As part of the development, the 192 space temporary car park (principally serving the adjacent plot J1 ("Number One") office building) will also be provided in a temporary (at grade) location within the Forge estate (a Temporary Car Park Strategy has been submitted with the options for this).
- 3.3 The Reserved Matters to be proposed (access having already been approved through the outline consent) would be:
- Appearance;
 - Landscaping;
 - Layout;
 - Scale.
- 3.4 Whilst designed as 3 distinct elements the individual components would be grouped together within one footprint / block of development. The car park would serve the two new office blocks and also the residual amount of parking to plot J1 as follows:

- Number One (J1) Basement = 54

- MSCP = 707
- At Grade Parking= 317 (to be reduced to zero)

= 1078 (to be reduced eventually to 761 – as outlined in the Highways section below)

- 3.5 The office blocks would be set over 7-9 stories although it should be noted that much of the top two floors are significantly recessed (roof accommodation) either side of the MSCP and above this is a further recessed layer of plant equipment, which joins into the centrally higher positioned car park (set higher by approximately two office floor stories). As the car park ties into the two office blocks and plant equipment, its massing appears staggered.
- 3.6 Access into the building would be via the existing road which circles around plot J1 in a clockwise route with a right turn into the south faced of the car park. The multi storey car park rises up through the levels centrally and the car parking is set across shallow gradients to maximise the efficiency of spaces within the various levels.
- 3.7 Pedestrian entrance points into the offices are set on the south-east and south-west of the site maximising the linkages to the railway station.
- 3.8 As part of the re-configured arrangements on the site which include re-aligning the access routes around the plots, a substantial area of public realm would be created within the 'Stitch' square. This would be designed with a mixture of hard landscaping with some softening to the northern section. Tree planting is shown within this area and around the new access routes around the building.
- 3.9 Emerging materials make reference to plot J1 including the use of framed metalwork. Masonry and brickwork elements also provide key visual patterning across the mainly glazed elevations.

4.0 RELEVANT PLANNING HISTORY

- 4.1 The original site wide Outline application (24/96/05/OT) for the mixed use development of Kirkstall Forge was approved in July 2007.
- 4.2 Due to the economic climate experienced in the years following the granting of application 24/96/05/OT, CEG as applicants were unable to implement the permission by submitting the Reserved Matters for all the plots within the 10-year timeframe (Condition 1).
- 4.3 An extension of time application was approved by the Council in April 2014 (11/01400/EXT).
- 4.4 When the application was originally approved it was envisaged that the plots to the north of the River Aire would be developed first. Subsequently funding was received from National Rail to develop a train station at the site and it became appropriate for the plots to the south and nearest the station to emerge first. It was therefore deemed necessary to amend certain conditions of application 11/01400/EXT to allow development to commence on site at the earliest opportunity. Therefore a Section 73 application (ref: 15/04824/FU) was approved in December 2015 that amended the original Outline consent.

- 4.6 Reserved Matters applications have been since approved in November 2017 for plot J1 (15/03561/RM) (as now built and occupied multi-storey office block on adjacent plot) and in May 2019 for plots E/F (18/03602/RM) (residential and commercial development with a public square).
- 4.7 In July 2019, the proposals before Panel today, were subject of a Pre-Application Enquiry, also which was presented to South & West Plans Panel (PREAPP/19/00151). The scheme as presented now, generally reflects the current scheme, specifically in terms of layout and scale. In response to the Pre-Application enquiry, the following points were made by Members:
- Some concern regarding the massing of the car park.
 - Further detail would be needed regarding the materials used.
 - Concern that there was not enough car parking provision and whether the multi storey car park could be used for community use out of office hours. There was also feeling that car parking should be reduced. Guideline figures suggested 952 spaces and this could be looked at in more detail when the application is submitted.
 - There would be further consideration to the cladding finish of the car park as the application was progressed.
 - Predicted energy needs of the development – information on this would be available in more detail at the planning application stage.
 - Cycling facilities – there would be cycle storage and showering facilities within the car park building.
 - Landscaping plans for the Stitch Square.
 - Whether a wind modelling study would be required – further analysis would be carried out.
 - Landscaping should match the scale of the development and possible introduction of raised lawns and green walls.

5.0 PUBLIC/LOCAL RESPONSE:

- 5.1 The application has been advertised by site notice and newspaper advertisement.
- 5.2 2 letters of objection have been received from local residents on Hawksworth Road; the following comments have been noted:
- Insufficient parking provided, notwithstanding claims and ‘hype’ of development being ‘sustainable’;
 - Traffic impact has fallen largely on surrounding residential roads causing inconsiderate / dangerous parking;
 - Notwithstanding Traffic Regulation Orders being introduced on Hawksworth Road with some success, parking problems continue elsewhere;
 - Transport Assessment is not realistic because surveys are based on vehicle trips to and from the Forge Estate (rather than neighbouring roads too);
 - Requirements in the (initial) Transport Development Services report to be met in the final plans;
 - Bus transport also crucial and should be considered.

6.0 CONSULTATION RESPONSES

- 6.1 Contaminated Land Team - Compliance should be with conditions placed on planning application 15/04824/FU and consideration of documentation previously submitted in support of that application.

- 6.2 Environment Agency – No comments received at time of writing.
- 6.3 Flood Risk Management – Drainage should be in accordance with details set out in conditions contained within Outline application 15/04824/FU. A petrol / oil interceptor is required to be designed into the drainage strategy as part of this in respect of the MSCP.
- 6.4 Highways – Key issues raised:
- Currently no **bus routing** is available through the wider Forge site (nearest being 550m away on A65 Kirkstall Road) – agreement as to when this routing will be available is subject to agreement with the applicant (discussions are ongoing);
 - **Parking** is expected at full levels advised (Parking SPD) for both K3/K4 and J1 plots which equates to 1114 spaces (notwithstanding the desire to promote sustainability credentials) to ensure that off-site parking problems do not arise, although should in the future travel to work surveys demonstrate a lower level of demand, flexibility around this can be considered; currently 707 spaces are proposed;
 - A concurrent application should be submitted to identify where the car parking spaces not provided in the multi-storey car park should be submitted (details have now been submitted on a separate Parking document by the applicant outlining the options being considered for permanent and temporary car parking for the development of both the full and a partially built out / phased scheme);
 - **Cycle parking** is provided within the MSCP at 227 spaces in excess of guideline figures and as such is welcomed; should just an initial office block be developed in advance of the MSCP, further information should be provided in respect of temporary secure cycle parking arrangements;
- 6.5 Landscape Officer – More tree planting within the Public Realm recommended. Design of the landscaping in the ‘Stitch’ could do more to link north to south trips. More green infrastructure and innovation required. Bed / grill design for tree pits needs to be enlarged / improved, consistent with the Council’s guidance (Urban Tree Planting). Replacement tree planting should be in accordance with NRWDPD policy LAND2 (3:1 replacement).
- 6.6 Nature Conservation Officer – Proposal removes valuable scrub from riverbank; precedent on the opposite side on previous plots should not be followed. The riverbank only needs to be affected due to the close proximity of buildings and infrastructure. Should this be essential, then improvements to final riverbank design (as strengthened) should be sought. Lighting design needs careful consideration. Any green wall should be generally explored on the southern side of the building.
- 6.7 Network Rail – No objections subject to conditions.
- 7.0 **RELEVANT PLANNING POLICIES:**
- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise.
- 7.2 Sections 72 and 66 of the Listed Buildings and Conservation Areas Act 1990 identifies the general duty with respect to any listed buildings or other land located within a Conservation Area (respectively) when undertaking the exercise of planning

functions. Parliament requires the decision-maker to give considerable importance and weight to the preservation or enhancement of the character or appearance of a Conservation Area. Moreover, in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

7.3 National Planning Policy Framework (NPPF)

7.4 The National Planning Policy Framework (NPPF) was revised and adopted in February 2019 and sets out the Government's planning policies for England and how these should be applied. The following paragraphs of the NPPF are of particular relevance in consideration of this application.

80. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt.

102 Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

108 In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

127. Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

128. Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests.

Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

149. Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures⁴⁸. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.

163. When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment⁵⁰. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;

b) the development is appropriately flood resistant and resilient;

c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;

d) any residual risk can be safely managed; and

e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

170. Planning policies and decisions should contribute to and enhance the natural and local environment by:

a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);

b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees

and woodland;

c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;

d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;

e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and

f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

7.5 For the purposes of this application, the Development Plan for Leeds currently comprises the following documents:

1. The Leeds Core Strategy (Adopted November 2014)
2. Saved Leeds Unitary Development Plan Policies (Reviewed 2006),
3. The Natural Resources & Waste Local Plan (NRWLP, Adopted January 2013) including revised policies Minerals 13 and 14 (Adopted September 2015).
4. Any Neighbourhood Plan, once made (currently a Neighbourhood Plan is to be fully drafted / progressed at Kirkstall and as at the time of writing, this has yet to reach consultation and referendum stages and therefore has not been yet formally adopted; little weight can therefore be attributed to this at present).

7.6 Core Strategy

7.6.1 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. Relevant Core Strategy policies are as outlined below.

Spatial Policy 1 – Location of Development

Outlines that a spatial development strategy is based on the Leeds settlement hierarchy concentrate which seeks to concentrate the majority of new development within urban areas taking advantage of existing services, high levels of accessibility and priorities for urban regeneration.

The largest amount of development will be located in the Main Urban Area with Major Settlements delivering significant amounts of development.

Settlements within the hierarchy will guide the identification of land for development, with priority given in the following order:

- a. Previously developed land and buildings within the settlement,
- b. Other suitable infill sites within the relevant settlement,
- c. Key locations identified as sustainable extensions to the relevant settlement.

Development should respect and enhance the local character and identity of places and neighbourhoods,

Development should recognise the key role of new and existing infrastructure (including green, social and physical) in delivering future development to support communities and economic activity.

Spatial Policy 8 – Economic Development Priorities

A competitive local economy will be supported through:

- (i) The provision and safeguarding of a sufficient supply of land and buildings, as part of a wide portfolio of sites to match employment needs and opportunities for B class uses,
- (ii) Promoting the development of a strong local economy through enterprise and innovation, in facilitating existing strengths in financial and business services and manufacturing and to continue to grow opportunities in health and medical, low carbon manufacturing, digital and creative, retail, housing and construction, social enterprise, leisure and tourism and the voluntary sector,
- (iii) Job retention and creation, promoting the need for a skilled workforce, educational attainment and reducing barriers to employment opportunities,
- (iv) Seeking to improve accessibility to employment opportunities by public transport, walking and cycling across the District and especially in relation to job opportunities in the City Centre and Aire Valley Leeds (Urban Eco Settlement and Enterprise Zone)

Spatial Policy 9 - Provision for offices, industry & warehouse employment land and premises

Potential job growth in the traditional employment land use sectors (offices, industry and warehousing) will be accommodated over the plan period by ensuring locations and sites provide:

- (i) A minimum of 706,250 sqm office (B1a class) floorspace in the District. 840,000 sqm already exist in planning permissions. To provide flexibility when determining renewals on existing out of centre permissions a minimum of an additional 160,000 sqm will be identified in or on the edge of the City Centre and Town Centres,
- (ii) A minimum of 493 ha of land of general employment land for uses such as research and development, industrial and distribution/warehousing uses in the District (B1b, B1c, B2 and B8 classes). The locations and sites will appear across the whole of the District.

Policy EC2 – Office Development

Appropriate locations for allocations and windfall office development;

- (ii) The focus for most office development will be within and/or edge of the City Centre and designated Town and Local Centres,

Due to the availability of development opportunities in centre and edge of centre, out of centre proposals would normally be resisted. Exceptions would apply where either (iii) or (iv) below are applicable,

- (iii) There are existing commitments for office development that can be carried forward to meet the identified floorspace requirement over the plan period, unless it would be more sustainable for the land to be re-allocated to meet identified needs for other uses,

Policy P10 – Design

New development for buildings and spaces, and alterations to existing, should be based on a thorough contextual analysis and provide good design that is appropriate to its location, scale and function. Developments should respect and enhance existing landscapes, waterscapes, streets, spaces and buildings according to the particular local distinctiveness and wider setting of the place with the intention of contributing positively to place making, quality of life and wellbeing. Proposals should accord with principles around size, scale, design, layout, character, surroundings, public realm, historic / natural assets, visual, residential and general amenity, safety, security and accessibility to all.

Policy P12 – Landscape

highlights that the character, quality and biodiversity of Leeds' townscapes and landscapes, including their historical and cultural significance, will be conserved and enhanced to protect their distinctiveness through stewardship and the planning process.

Policy T1 - Transport Management

To complement the provision of new infrastructure the Council will support the following management priorities:

- (i) Develop and provide tailored, interactive, readily available information and support that encourages and incentivises more sustainable travel choices on a regular basis,
- (ii) Sustainable travel proposals including travel planning measures for employers and schools. Further details are provided in the Travel Plan SPD and the Sustainable Education Travel Strategy,
- (iii) Parking policies controlling the use and supply of car parking across the City.

Policy T2 - Accessibility Requirements and new development

New development should be located in accessible locations that are adequately served by existing or programmed highways, by public transport and with safe and secure access for pedestrians, cyclists and people with impaired mobility.

Policy G9 - Biodiversity Improvements

Development will be required to demonstrate:

- (i) That there will be an overall net gain for biodiversity commensurate with the scale of the development, including a positive contribution to the habitat network through habitat protection, creation and enhancement, and
- (ii) The design of new development, including landscape, enhances existing wildlife habitats and provides new areas and opportunities for wildlife, and
- (iii) That there is no significant adverse impact on the integrity and connectivity of the Leeds Habitat Network.

Policy EN1 - Climate change – Carbon Dioxide Reduction

All developments of 10 dwellings or more, or over 1,000 square metres of floorspace, (including conversion) where feasible), will be required to:

- (i) Reduce total predicted carbon dioxide emissions to achieve 20% less than the Building Regulations Target Emission Rate until 2016 when all development should be zero carbon, and
- (ii) Provide a minimum of 10% of the predicted energy needs of the development from low carbon energy.

Policy EN5 - Managing Flood Risk

The Council will manage and mitigate flood risk by:

Avoiding development in flood risk areas, where possible, by applying the sequential approach and where this is not possible by mitigating measures, in line with the NPPF, both in the allocation of sites for development and in the determination of planning applications.

- (i) Protecting areas of functional floodplain as shown on the Leeds SFRA from development (except for water compatible uses and essential infrastructure),
- (ii) Requiring flood risk to be considered for all development commensurate with the scale and impact of the proposed development and mitigated where appropriate,
- (iii) Reducing the speed and volume of surface water run-off as part of new build developments,
- (iv) Making space for flood water in high flood risk areas,
- (v) Reducing the residual risks within Areas of Rapid Inundation,
- (vi) Encouraging the removal of existing culverting where practicable and appropriate,

(vii) The development of the Leeds Flood Alleviation Scheme.

7.7 Core Strategy Selective Review (CSSR)

7.7.1 A selective review of policies within the Core Strategy has been completed and this was adopted in September 2019. The following policies within which are considered relevant:

Policy EN2: Sustainable Design and Construction

Non-residential developments of 1,000 or more square metres (including conversion) where feasible are required to meet the BREEAM standard of 'excellent'.

Residential developments of 10 or more dwellings (including conversion) where feasible are required to meet a water standard of 110 litres per person per day.

New Policy EN8: Electric Vehicle Charging Infrastructure

All applications for new development which include provision of parking spaces will be required to meet the minimum standard of provision of electric vehicle charging points. This requires:

- i) Residential: 1 charging point per parking space and 1 charging point per 10 visitor spaces
- ii) Office/Retail/Industrial/Education: charging points for 10% of parking spaces ensuring that electricity infrastructure is sufficient to enable further points to be added at a later stage.
- iii) Motorway Service Stations: charging points for 10% of parking spaces ensuring that electricity infrastructure is sufficient to enable further points to be added at a later stage
- iv) Petrol Filling Stations: provision of fast charge facilities.

7.8 Site Allocations Plan (SAP)

7.8.1 The SAP allocates land for housing and employment and retail centres and designates green space. The wider Kirkstall Forge estate / site is identified as a mixed use in the SAP, ref. MX1-3.

7.9 Leeds Natural Resources and Waste DPD 2013 ("NRWDPD")

The Natural Resources and Waste Development Plan Document (Local Plan) is part of the Local Development Framework. The plan sets out where land is needed to enable the City to manage resources, like minerals, energy, waste and water over the next 15 years, and identifies specific actions which will help use natural resources in a more efficient way. Relevant policies include:

- Minerals 2 – Sand and Gravel
- Water 3 Functional Flood Plain
- Water 4 Development in Flood Risk Areas
- Water 6 Flood Risk Assessments
- Water 7 Surface Water Run-off

7.10 Leeds Unitary Development Plan Review Retained Policies:

- GP5 all relevant planning considerations
- N8 Urban Green Corridors
- N39B Watercourses and New Development
- BD2 New Buildings

- LD1 Landscape Schemes

7.11 Supplementary Planning Documents

- Accessible Leeds SPD (2016)
- Biodiversity and Waterfront Development SPD (2006)
- Parking SPD (2016)
- Street Design Guide (2009)

8.0 **CLIMATE EMERGENCY**

- 8.1 The Council declared a climate emergency on the 27th March 2019 in response to the UN's report on Climate Change.
- 8.2 The Planning Act 2008, alongside the Climate Change Act 2008, sets out that climate mitigation and adaptation are central principles of plan-making. The NPPF makes clear at paragraph 148 and footnote 48 that the planning system should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions in line with the objectives of the Climate Change Act 2008.
- 8.3 As part of the Council's Best Council Plan 2019/20 to 2020/21, the Council seeks to promote a less wasteful, low carbon economy. The Council's Development Plan includes a number of planning policies which seek to meet this aim, as does the NPPF. These are material planning considerations in determining planning applications.
- 8.4 The below appraisal discusses relevant matters below. This includes an assessment on the proposal in relation to the policy requirements of Leeds Core Strategy policies EN1 and EN2.

9.0 **MAIN ISSUES**

9.1 Design, Scale, Massing

- 9.1.1 The block design and grid pattern follows the original Masterplan. Like no1 Kirkstall Forge (plot J1) this will mean that the offices will be closely connected in scale and easily accessed via the new railway station. The offices will overlook, interact and connect with the new public realm created as part of the 'stitch' designs as a landscaped area for both informal amenity purposes and events space.
- 9.1.2 The external design takes cues from no1, particularly in the use of materials, whilst also providing a transition between this neighbouring building and the emerging residential phases to the north (plots E/F).
- 9.1.3 Glazing is the key linkage but the use of metalwork and some subtle sections of stonework in vertical and horizontal banding help to allow the block to relate easily and simply to the original neighbouring no1.
- 9.1.4 Since the pre-application enquiry, the architects have worked on the façade of the car park, particularly with reference to the north elevation through the use of a panelled design. Generally the grid pattern design would be formed of mesh panels interspersed with solid infill panels. To help outline the design process, including how these have taken on board comments at Plans Panel previously, the architects set

about producing a series of options which have been shown in the Design & Access Statement for how the MSCP will appear, as follows:

Option	Design
01	Use of a 'goalpost' frame with secondary fins
02	Curtain walling taken above primary goalpost frame giving a potentially more lightweight structure
03	The use of a goalpost frame again but increasing the panelling above all the way up to 9 stories giving a more dominant structure
04	As option 03 but with a horizontal beam across between levels 7 and 8
05	As option 01 but with a thicker edging to the frame all around

- 9.1.5 Following the option design process, option 05 was preferred by the applicant. In taking the pre-application Panel comments on further (as listed above in the report), it was then considered that the materiality of the infill panels should be lightened to give a less notable / dominant finish within the overall site design. These panels are shown in bronze / lighter aluminium tones. This has been in combination with other elements such as bronze banding to enclose the structure. The panels would be cut to provide limited views of traversing headlights and thus, some visual interest in the wider setting. This is shown in the elevation design and CGI images before Panel today.
- 9.1.6 The general design of the blocks including the grid patterning, banding and colouring is felt will help to link the three components together whilst still relating well to and not over-dominating the award winning no1 building in terms of scale, design and character.
- 9.1.7 The massing / appearance in particular here is considered to have benefitted in its relationship to the No1 building and is felt to have positively addressed comments at pre-application stage in this respect.
- 9.1.8 With particular reference to the scale, this has determined that a wind study is not expected (in accordance with the guidance set out in the Tall Buildings SPD, p.8). However the applicants have been undertaking their own 'comfort' analysis to help better inform the design and landscaping of the Public Realm in particular in-between the development and No1 Building (plot J1).
- 9.2 Highway Matters
- 9.2.1 The provision of the loop road and access off the north elevation into a multi storey car park raises no concerns from a highway perspective.
- 9.2.2 The development will provide sufficiently wide (min. 2m) footpaths along the northern and southern elevation linking with the public realm and the railway station. The footpaths and public realm will also provide for direct access from the new car park to plot J1 in addition to the offices immediately either side. This is planned to cater for both the shortfall from plot J1 (currently accommodated in temporary car parking partly on the site of K3/K4) and the new K3/K4 development itself.
- 9.2.3 The Highways consultee outlines that parking will be expected to align with the guidelines of the Parking SPD at approximately a ratio of 1 space per 33m². Technically together with the shortfall from plot J1 (418 spaces) this equates to 1114 spaces to be provided.

8.2.4 This adopted guideline ratio is noted, however equally it is also noted that the site is very close, indeed immediately adjacent to the railway station at Kirkstall Forge. The Parking SPD guidance is fairly silent on this such provision (i.e. for a site located 'outside' of the more centralised Leeds City Centre public transport box / Core and Fringe areas which are identified for example) notwithstanding that trains into and out of Leeds and Bradford are timetabled to run half hourly and in the case of the former only take 6-7mins.

9.2.5 To account for the varying ways and options that the parking for both J1 and K3/K4 can be satisfactorily accommodated on both the site and adjacent parts of the wider Forge estate, the applicants have considered this and a Parking Document has been produced which at the time of writing has been sent to the Highways consultee for further comment (as to be updated at Plans Panel verbally), the key points of which highlight as follows:

- Kirkstall Forge is a sustainable development with good transport links on and off site;
- CEG's current strategy is to provide car parking to commercial office tenants at up 1 space per 33 sqm GIA in line with LCC's policy guidance, with the aim of reducing this as the frequency of sustainable transport increases and car ownership decreases;
- Combination of plot J1's basement (54 spaces) and the MSCP (707 spaces) provides a total of 761 spaces
- The combination of the Number One basement and the proposed MSCP provides 761 permanent spaces. The balance of spaces required to support the commercial letting strategy will be provided in a temporary at grade location until such time that there is no longer a requirement for this provision. It is envisaged that ultimately the temporary provision on site will be reduced to zero. This strategy provides the greatest flexibility and avoids providing too many car parking spaces in the future.
- In the event that K4 is built in a phased manner ahead of the MSCP the spaces required for this building together with the shortfall for Number One will be provided in a temporary at grade location.
- Final Requirements – based on 1:33m² GIA:
 - J1 – 382 (although note: Highways consultee calculates this at 418)
 - K4 – 291
 - K3 – 405
 - TOTAL: 1078 (although note: Highways consultee calculates this at 1114)
- Final Provision:
 - J1 (basement) – 54
 - MSCP – 707
 - At Grade Parking – 317 (to be reduced to zero)
 - TOTAL: 1078 spaces (to be reduced to 761)
- Current Provision on Site:
 - J1 (basement) – 54 (permanent)

- Plot H – 112
 - J3 – 145
 - J4 – 192
- TOTAL: 503 spaces

- K4 only + J1 shortfall:

- J1 shortfall – 328 (382 – 54 basement spaces)
 - K4 – 291
- TOTAL: 619 spaces

- Example options for At Grade Parking:

- Plot H = 112 (already built)
- J3 / 4 = 296 (145 spaces already built)
- E4/5 = 120
- Plot C = 447
- K1/2 = 200

TOTAL = 1175 spaces

- 9.2.5 Internal, secure cycle parking will be provided within the building to a total of 227 spaces (based upon guidance from the British Council for Offices) which accords with / exceeds the guidance in the Parking SPD. These will be lockable and there will be showers to compliment the facility. The level of provision exceeds the Council's guidelines and is welcomed.
- 9.2.6 A full sustainable Travel Plan will be required under conditions of the Outline.
- 9.2.7 In summary, the applicants propose a level of flexibility to allow provision of parking in the short to medium term and in the long term, further to monitoring, the ability to reduce the overall provision should travel patterns show that this would not expect to create off-site parking impacts within the wider locality outside of the Forge estate boundary. Although at the time of writing, additional Highways consultee comment has not been available, it is considered that this can be controlled through condition / monitoring.
- 9.2.8 Two resident objections have outlined frustrations where it is suggested that the impact has resulted from a shortfall of parking to the first phase of development (J1), (i.e. not catered by the basement or temporary surface car parking). Where off-site parking has occurred whether presently or in the past, it is entirely possible that some or much of this may be associated with the introduction of the railway station (which has a car park of 109 spaces and which is regularly full). The car park is provided by Network Rail and separate to the operational control of CEG.
- 9.2.9 The key issue from above in the example "at grade options" is that future demands to the Parking SPD guidelines can be accommodated although this may in effect the timings of other plots being brought for development. The applicants consider that through travel patterns changing (reductions in car use), provision of the Travel Plan and increasing patronage at the Station including potentially an additional train timetabled every hour, this provides an appropriate solution for future parking including in a phased manner.

- 9.2.10 Electric vehicle charging points will be provided which meet / exceed the requirement of new policy EN8 at 1 charge point per 10 spaces plus the remainder to be easily adapted as any demand increases.

9.3 Nature Conservation

- 9.3.1 The Nature Conservation Officer has identified that the riverbank designs, constrained to an extent by the position of the spine roads and plots consented under the Outline, will be heavily engineered and which will require a group of self-seeded trees / dense scrub to be removed from the south bank. This area it is considered could benefit from solutions to create pockets and swaths of greenery, foliage and possibly the bedding of small trees. In positive discussions, the applicants have already begun looking at the available solutions in detailed design / procurement of the riverbank construction / underground structural works. It should also be noted that these discussions have had to progress despite unfortunately no comments having been made received from the Environment Agency (resources admittedly in part having been side-lined by recent Storm events).
- 9.3.2 Lighting design has been flagged as an area of sensitivity by the consultee; this is recognised and a condition is specifically contained within the Outline consent to control in a river setting / environment.
- 9.3.3 It is considered the above measures are satisfactory in meeting policy G9's requirements.

9.4 Landscaping, Public Realm

- 9.4.1 The public realm improvements and the tree lined landscaping to the loop road will help to soften the whole emerging built environment notwithstanding the site is a former ironworks which had a very hard industrial environment historically and is set within a valley in-between established woodland to both the north and south.
- 9.4.2 The Landscape Officer recognises that the applicant wishes to create a flexible events space / area of public realm between the K3/K4 and J1 buildings and that a high level of transitional footfall to and from the buildings and station will occur. That said, positive discussions have taken place to consider how the Realm particularly at the edges can be further 'greened' with informal grassed / bench / seating and tree planting added further to the initial designs. It is expected that at Panel, a revised CGI / Landscape Masterplan will be available that better demonstrates this.
- 9.4.3 Whilst it is not entirely clear as to the precise number of trees required for removal off the south river bank to allow for the new development to be constructed (the Arboricultural Report lists these appropriately as a 'group'), a good level of tree planting is shown consummate to policy LAND2's requirements (3:1 replacement) and in account of good landscaping and Climate Change objectives.
- 9.4.4 Some green walling to the north elevation is proposed and the applicant has been asked to again look at any additional opportunity increased greenery to the southern elevation and whether further minor tree strip planting to road edges (under condition) can be accommodated notwithstanding the narrow sloping land available adjacent to the Network Rail demise.

9.5 Flood Risk Matters

9.5.1 The Flood Risk Management consultation comments that the development should provide an oil / petrol inceptor to account for the MSCP. This can be picked up through the drainage conditions of the Outline. Despite the Outline controlling and assessing Flood Risk matters, given the length of time since, a Technical Note is being produced to show how the development responds to and has been designed to the latest flood modelling data available.

9.6 Sustainability / Climate Change

9.6.1 The Core Strategy climate change policies are designed so that new development contributes to carbon reduction targets. Policy EN1 is flexible, allowing developers to choose the most appropriate and cost effective carbon reduction solution for their site. Major developments also need to meet the BREEAM Excellent standard if feasible (policy EN2).

9.6.2 As a prestigious development which again, like no1, will offer grade 'A' office space, the proposals will aim for BREEAM Excellent in their design and construction. At this stage of the design process complete detailed information regarding sustainability measures is not fully available. However in terms of sustainable design and in account of the Council's declaration of a Climate Emergency, the following factors in the design and build have been put forward by the applicant:

- i) current proposals will achieve carbon emissions 20% less than the Building Regulations Target Emission Rate (Development proposals are currently achieving approximately 25% betterment of Part L2) (*Policy EN1(i)*);
- ii) 100% of the office heating demands are to be provided by air source heat pumps that are a low carbon technology. Options for low carbon solutions to the hot water and fresh air energy demands such as: utilising rejected heat pump, energy and solar heating to preheat hot water and reduce energy demands are being pursued. This strategy will significantly exceed the 10% policy requirement (*Policy EN1(ii)*);
- iii) Development proposals will target BREEAM Excellent for both proposed buildings (*Policy EN2*);
- iii) the carbon dioxide reductions achieved through Item ii) contribute towards meeting Item i);
- iv) No district heating system exists at present into the site and it is deemed an unlikely potential source due to the phased nature of the development coming forward in the short-medium term (*policy EN4*);

9.6.3 The applicants have also outlined their view of potential future policy:

"In order for the design to have a responsive and improving carbon emission performance over time it is proposed that the use of electrical fuel energy will be maximised and the use of gas fuel energy will be minimised. This is a bold and innovative design decision for a commercial building which has many environmental benefits but also leads to challenges in end user education and operation."

"The above strategy may not result in the most economic energy supply performance and therefore the most economic operational financial model. In this respect, CEG will take a lead in tackling behavioural change and informing end-user choice in opting for a low carbon building. It does however permit the development to be future proofed to as great an extent as possible and allow the developments carbon emissions to reduce with further supply energy decarbonisation."

“Leeds Core Strategy Policy uses Building Regulations calculation methodology as part of policy EN1. This methodology uses Part L emission factors that are not reflective of actual carbon emission factors, the actual performance and benefits of moving away from a gas fired system will not be demonstrated by Part L calculations. Updated emission factors have been used in the adjacent chart to demonstrate the buildings simulated carbon emissions currently and as the National Grid supplied electricity decarbonises.”

9.6.4 The applicants are outlining that an electric led building (rather than gas supplied) can better respond to future improvements in low carbon energy. This is challenging but a bold and innovative approach (may not be the most economic operational model) that will require some end user education and operation. It does however permit the development to be future proofed to as great an extent as possible and allow the development's carbon emissions to reduce with further supply (i.e. National Grid) energy decarbonisation.

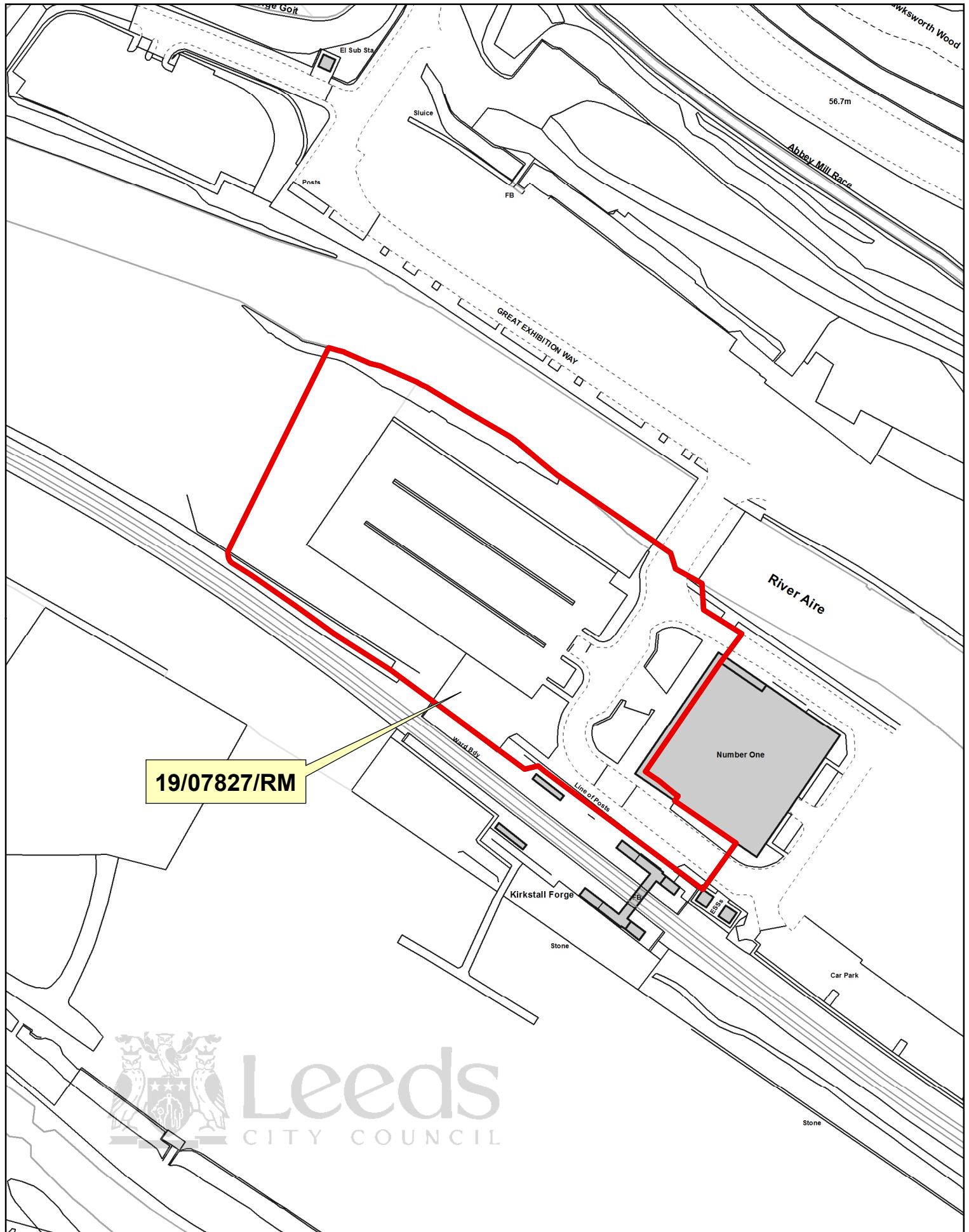
9.6.5 In summary, the applicants are offering:

- The development design includes a fabric first approach to design being deployed to reduce the building heating and cooling requirements.
- The Design for Performance holistic approach including building services strategies is being engaged to optimise the design and operational efficiency of the systems.
- All office room heating demands are proposed to be provided by air source heat pumps that are a low carbon technology.
- A combustionless building services strategy with no gas is being proposed (other than potential small scale retail catering) that is able to reduce its carbon emissions as the National Grid decarbonises.
- A combustionless building also has the advantage of not being detrimental to local air quality.
- Zero carbon electrical generation by photovoltaic cells is being considered and its size and application will be subject to further performance reviews.
- A post occupancy survey of the existing Number One building at Kirkstall Forge has been undertaken and results have informed the buildings design development. This will provide a feedback loop from the existing office development at Kirkstall Forge to the proposed K3/ K4 development to achieve continuous improvement.
- The design development will include the themes highlighted overleaf from CEG's Site Wide Sustainability Strategy. These themes provide a holistic approach to sustainability topics and are important considerations beyond carbon emissions.
- Development proposals are currently achieving approximately 25% betterment of Part L2.
- BREEAM Excellent rating targeted.

9.6.6 In addition, the site's good public transport links are noted, strong emphasis by the developer in promoting cycle use, de-contaminates a heavily industrialised brownfield site and 100% waste recycling is targeted.

9.7 Conclusions

- 9.7.1 The Reserved Matters application is considered to follow the general principles of the original Masterplan as identified within the Outline consent. In terms of appearance, landscaping, layout and scale, it mirrors and continues the quality of built development realised through No1 Building (plot J1) in this valley / riverside setting. Whilst the Parking strategy will require ongoing monitoring to ensure off-site parking encroachment does not occur, it is considered flexible enough to provide an approach that tackles having sufficient ongoing future parking provision whilst respecting and recognising the development's contribution to wider climate change objectives and good sustainability planning.



Leeds
CITY COUNCIL

SOUTH AND WEST PLANS PANEL

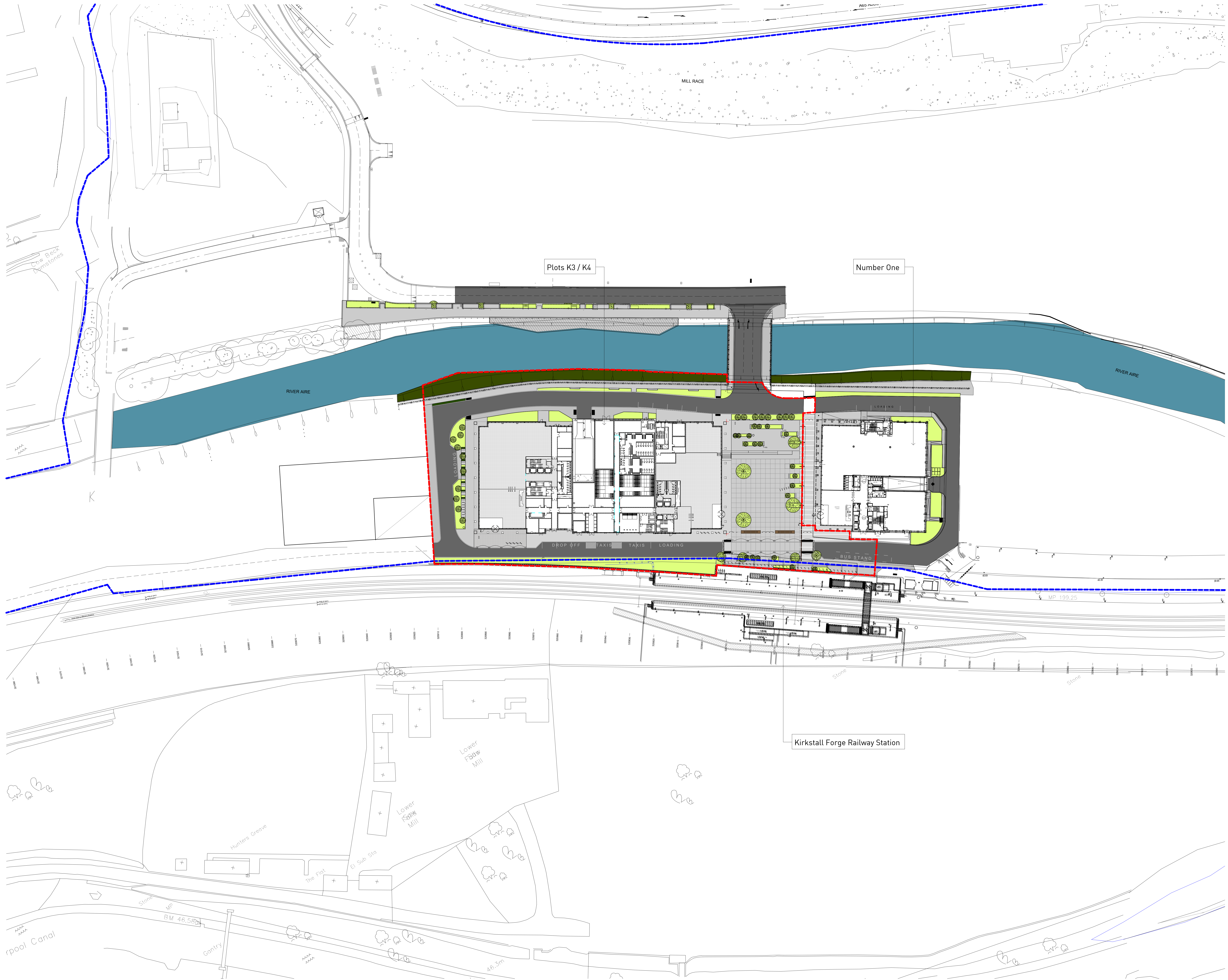
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SCALE : 1/1500





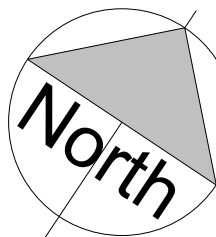
Note:
The contractor will be held to have examined the site and checked dimensions and levels before commencing construction works.
No assumptions should be made without reference to the architect.
No dimensions should be scaled from this drawing.

Rev.	Description	Date	By
P01	Issued for Planning	09.12.19	CC

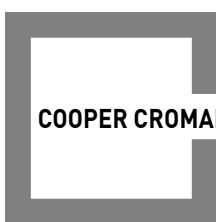
--- Application Boundary
(0.73 Ha or thereby)

--- Land under ownership
of Applicant but not
constituent part of
application
(23.0 Ha or thereby)

1 0 1 2 3 4 5
SCALE 1:100
m



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www.coopercromar.com



PLANNING

Client
GMV Twelve Ltd.

Project Title
Kirkstall Forge K3/K4

Drawing Title
Proposed Site Plan

Scale
1: 500 @ A0

Date
01/11/19

CC Job No
15071G

Drawn by
AgD

Checked by
SW

Profile No
KFK34-CCA-XX-XX-DR-A

Drawing No
01-0001

Revision
P01

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Originator: Ian Cyhanko
Tel: 0113 3787953

Report of the Chief Planning Officer

PLANS PANEL SOUTH AND WEST

Date: 19th March 2020

Subject: Application 19/03367/FU – Planning application for 41 dwellings and 8 apartments (100% Affordable Housing) Use Class C3, with associated internal access, car parking and landscaping at:

Land off Moorhouse Avenue and Old Lane, Beeston

APPLICANT

Engie Regeneration Limited

DATE VALID

31st May 2019

TARGET DATE

PPA 30th March 2020

Electoral Wards Affected:

Beeston and Holbeck

☐ Yes

Ward Members consulted

Specific Implications For:

Equality and Diversity ☐

Community Cohesion ☐

Narrowing the Gap ☐

THIS REPORT IS AN UPDATE FOR MEMBERS, FOLLOWING THE PANEL MEETING ON 16TH JANUARY 2020, WHERE MEMBERS DECIDED TO REFUSE THE APPLICATION DUE TO A LACK OF AFFORDABLE HOUSING PROVISION AND GREEN SPACE CONTRIBUTION.

RECOMMENDATION:

DEFER and DELEGATE approval to the Chief Planning officer subject to the conditions specified (in the Panel Report dated 16.1.20 and any others which he might consider appropriate) and the completion of a legal agreement within 3 months from the date of resolution, unless otherwise agreed in writing by the Chief Planning Officer, to include the following obligations:

- 1 100% on-site Affordable Housing Provision. (8 apartments social rented 41 dwelling provided at intermediate levels)**
- 2 Green Space Commuted Sum £107,000**
- 3 Bus Stop Improvement £10,000**

In the circumstances where the S106 agreement has not been completed within 3 months the final determination of the application shall be delegated to the Chief Planning Officer

1.0 INTRODUCTION:

- 1.1 This application is brought to Plans Panel to update Members following the deferral from Plans Panel on 16th January 2020 and 13th February 2020, where Members were minded to defer a formal decision. The full panel reports of these dates are attached to this update. This provides the full background and the previous Officer assessment of the application.
- 1.2 Following the resolution at Plans Panel on 16th January 2020 where Members were minded to refuse the application (due to a lack of affordable housing, green space contribution and concern on some garden sizes) the applicants sought a deferral as they stated they were in discussions with a Social Registered Landlord (RSL) to deliver the entire development as an Affordable Housing scheme. This deferral was agreed by Members at Plans Panel on 13th February 2020.

2.0 UPDATE

- 2.1 Following the resolution at Plans Panel on 13th February 2020, the applicants have amended the application to be a wholly Affordable Housing scheme. The description of the application was changed and re-advertised on 4th March 2020. To date no representations have been received from the public. This publicity expires on the 18th March and any representations received within this publicity period will be reported verbally to the Panel.
- 2.2 Councillor Scopes has confirmed his support to the proposal in writing.
- 2.3 The full green space commuted sum is also proposed. The layout of the development remains unchanged.

3.0 APPRAISAL ON AMENDMENTS

Affordable Housing

- 3.1 A development of 49 units, requires 7.35 Affordable Housing units at 15% provision, following the advice of Policy H5 of the adopted Core Strategy. The proposal exceeds this policy requirement. It is proposed to split the provision by having all 8 of the apartments proposed as social rented units, and the 41 dwellings as 'intermediate housing'. The term 'intermediate housing' describes a range of homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the National Planning Policy Framework's affordable housing definition above. These units would also be subject to the usual provisions in terms of nomination rights etc. These units can include shared equity (shared ownership and equity loans), and intermediate rent. However Sanctuary Housing have stated all 41 dwellings will be rented and not available as shared ownership. This would be secured through the S106 agreement.

3.2 Policy H5 states the mix of affordable housing should be designed to meet the identified needs of households as follows:

- 60% affordable housing for Social Rented or equivalent affordable tenures
- 40% affordable housing for Intermediate or equivalent affordable tenures

However these percentage targets are based on 15% Affordable Housing provision, not a scheme of 100% Affordable Units. Following the advice of Policy H5 with regard to the 60/ 40 split the development would only need to provide 4.41 units available for social rent and 2.94 units as intermediate housing. The proposal way exceeds these minimum requirements and is therefore fully compliant with policy H5 of the adopted Core Strategy.

Green Space

3.3 The commuted sum for off-site green space following the advice of policy G4 is £107,000. The applicants have agreed to make this contribution and it would be secured through a S106 agreement.

Garden Areas

3.4 The layout and the garden areas of the scheme remains unchanged. There are 3 plots where the garden areas are identified as being below the guidance of the adopted SPD 'Neighbourhoods for Living'. These short-falls are highlighted in more detail below.

PLOT NO	FLOOR AREA SQ M	GARDEN AREA SQ M	DEFICIT SQ M
5	86	50.67	- 6.09
45	86	48.70	- 8.06
46	99	52.90	- 12.44

3.5 As this table shows only three of the properties have garden sizes that are less than the 2/3 of gross floorspace guidance set out in Neighbourhoods for Living SPD. In each case this is only a relatively small deficit when considered against the guidance and of these properties. The gardens of plots 45 and 46 are of such a size so as to allow for the retention of trees along Moorhouse Avenue to the wider benefit of the scheme. Furthermore unit 45 exceeds 10.5 metres in depth. It should also be recognised that as this is a relatively flat site without the need for retaining structures within it, all the gardens are fully usable and are not compromised in any other way.

3.6 Whilst the applicant has confirmed that they have revisited those plots which fall below the requisite guidance for garden size and depth, this exercise has concluded that they cannot be increased without either the loss of trees, side driveways or the loss of at least one unit from the development. As a scheme which is already on the margins of viability and is to be subject of grant funding from Homes England, the applicants have stated they unfortunately are not able to withstand the loss of such a unit/ units.

3.7 It is also important to note that the 2/3 rule is guidance contained within an adopted SPD, and not a standalone policy. Leeds City Council has also not been successful at defending this minimum requirement on a number of appeal decisions. Therefore

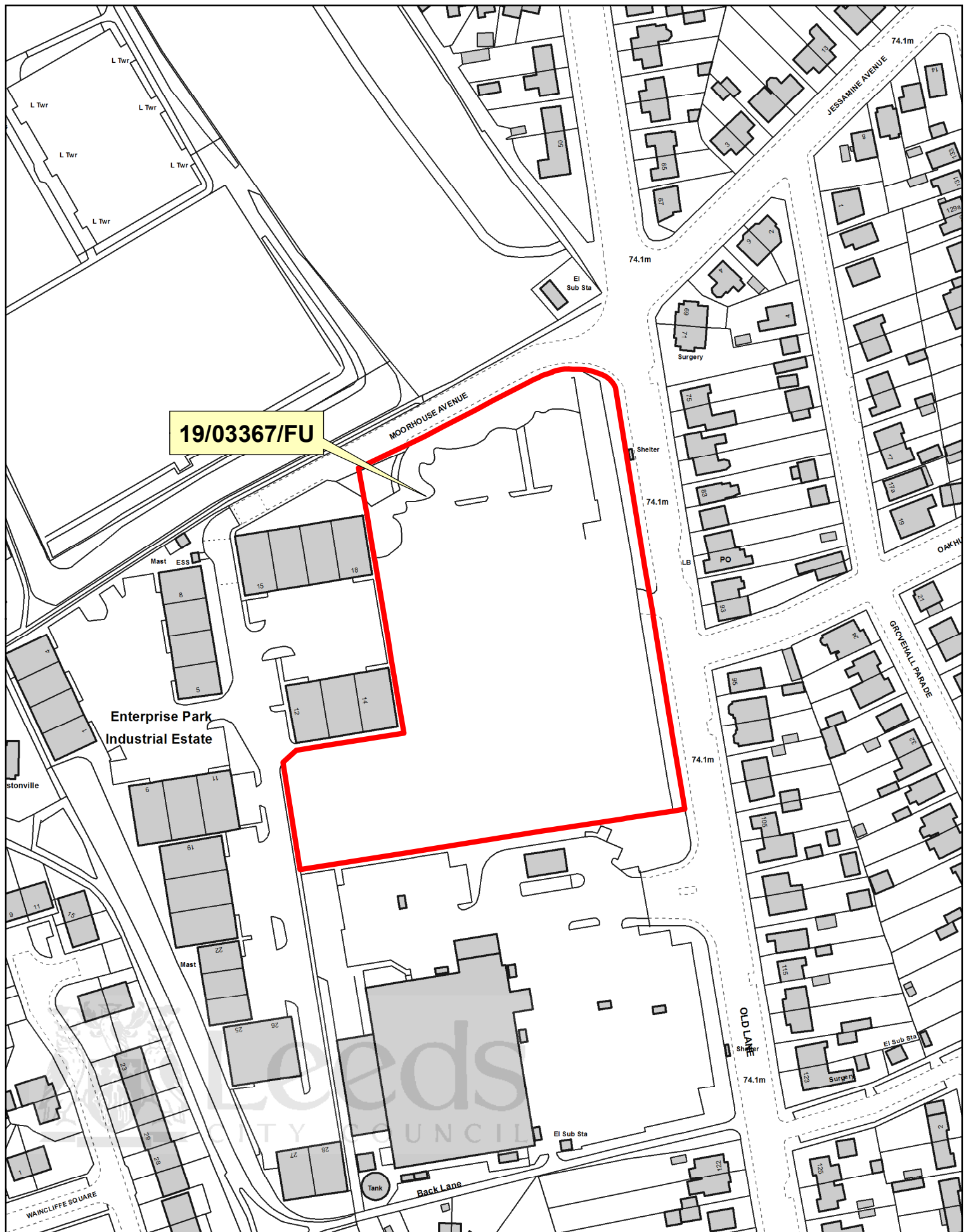
on balance it is not considered the application can be refused due to the smaller gardens areas proposed on 3 plots only.

4.0 CONCLUSION

- 4.1 The application is considered to be a quality scheme which retains most of the large mature trees upon the site. The application will develop a long standing brownfield site, which is allocated for housing.
- 11.2 The scheme offers other benefits, it provides quality new housing which will contribute towards the requirements of housing delivery. All properties also meet the minimum spacing standards of policy H9. The scheme is now offering Affordable Housing Provision at 100% and is considered these benefits; outweigh any harm and constitute sustainable development. It is therefore recommended that the application is approved, subject to the suggested conditions (detailed in the Panel Report dated 16.1.2020) and completion of a legal agreement to cover the obligations discussed above.

Background Papers

Application Files: 19/03367/FU



SOUTH AND WEST PLANS PANEL

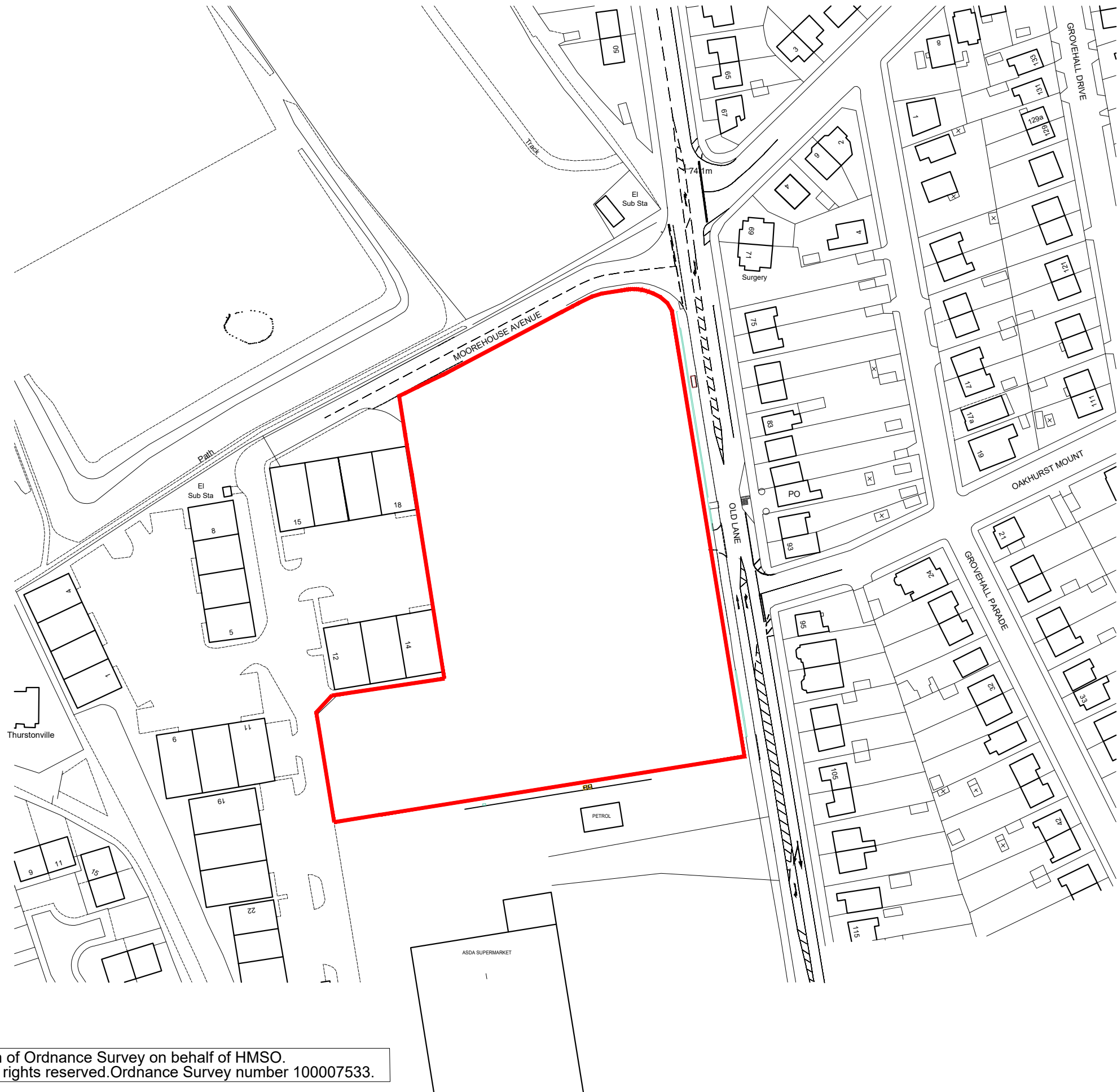
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SCALE : 1/1500





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Rev	Date	Revision	Initial
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+ Client



+ Drawing Title

SITE LOCATION PLAN

+ Project

Proposed Residential Development,
Old Lane, Beeston, Leeds.

Job No	Drg No	Drawn	Rev
18087	00	AB	--
Scale	Date	Stage	
1:1250 @ A3	16.05.2019	For Planning	

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