Statement of Common Ground between Leeds City Council and Gallagher Estates Ltd Site HG2-1 Ings Lane, Guiseley

Representation No(s) and Stage

PDE02754 (Publication Draft)

PSE00648 (Pre Submission Draft)

PRE00134 (Revised Submission Draft)

Site Allocations Plan Examination

Leeds Local Plan

1. Introduction

1.1 This statement on transportation and flood risk and drainage matters has been prepared jointly by Leeds City Council (LCC) and Gallagher Estates ("the Parties").

1.2 The statement relates to the proposed housing allocation at Ings Lane, Guiseley (reference HG2-1) in the Revised Submission Draft Site Allocations Plan (SAP). The indicative capacity for the site as proposed by the SAP is 160 units.

1.3 The statement sets out the further work undertaken / common ground between the Parties in relation to highways mitigation measures and the approach to flood risk and drainage mitigation.

2. Background

2.1 For context, Gallagher Estates have submitted the following representations during the preparation of the SAP, the points relevant to this statement are identified:

Publication consultation (PDE02754) – Gallagher Estates supported the allocation of HG2-1 but considered that the site should be within Phase 2 of the initial draft Site Allocations Plan.

Pre Submission consultation (PSE00648) – As a result of the Council commissioning a flood risk appraisal, the site capacity was reduced to 160 units to reflect the revised flood risk area identified by this further work. Gallagher Estates objected to the reduction in site capacity as there was insufficient time to consider the Council's flood risk appraisal during the consultation period and did not allow for any future modelling work to allow the site capacity to increase. An objection was also made to the site being proposed for release during Phase 2 of the initial draft Site Allocations Plan.

Revised Submission consultation (PRE00134) – Gallagher Estates supported the amendment 24 to retain the housing allocation and move it into Phase 1. However they maintain the objection to the site capacity of 160 units but acknowledge that the capacity is an indicative figure.

2.2 Outside the statutory consultation process, the Parties have been working together to seek to address outstanding matters, in particular the flood risk and local highway network mitigation measures.

3. Common Ground

Transport Matters

3.1 It is common ground between the Parties that the proposed development can adopt measures to ensure that the site will not give rise to material worsening of existing traffic conditions on the local highway network.

3.2 As a consequence, it is common ground that an appropriately detailed Transport Assessment [TA] and Travel Plan [TP] could be agreed as part of a future Planning Application.

i) Existing Site Use

3.3 It is agreed that the site comprises pastoral grazing land, and while a certain level of traffic will be generated by the existing use of the land, it is assumed that no significant traffic is currently generated by the use of the site.

Description of the Local Highway Network

3.4 It is agreed that access to the highway network is available from Ings Lane. Approximately 250m south of the site boundary, Ings Lane joins the A65 (Otley Road). The A65 provides a major route south east into Leeds, 16km away. To the north the A65 provides a route to Ilkley and Otley. 300m north of the junction of the A65 and Ings Lane lies a roundabout connecting the A65/A6038/Thorpe Lane. The A6038 provides a route to Bradford, approximately 12km to the south west.

Walking, Cycling and Public Transport

3.5 It is agreed that that the site is reasonably accessible with access to a number of local amenities and transport links, although the site falls marginally outside the Core Strategy Accessibility Standards which is largely due to the lack of a frequent bus service on Ings Lane and walking distance to the town centre from parts of the site.

3.6 It is agreed that the site is located adjacent to an established residential area and as a result, the local highway network has a good provision of footways and uncontrolled pedestrian crossings, providing safe access to the facilities and services.

3.7 Along the site frontage of Ings Lane there is currently only a footway on the eastern side of the road. It is agreed that it will be expected that a footway will be provided on the western side of the carriageway as part of development of the site

Cycling

3.8 It is agreed that local cycle routes are present approximately 1,600m to the north of the site and 1,200m to the south of the site. To the north is the West Yorkshire Cycle Route, which runs east west from Wetherby to Silsden.

3.9 To the south there are a number of cycle routes that lead south through Guiseley to National Cycle Network route 66, which provides a traffic-free route into Leeds.

Public Transport

3.10 It is agreed that the site is served by both buses and trains.

3.11 The no.966 bus provides an hourly service that travels directly past the site along Ings Lane, connecting Otley, Guiseley, Yeadon and Westfield; the nearest bus stop on Ings Lane is approximately 250m from the centre of the site. Additional services that run along the A65 include the 33/33A which has an average frequency of 15-minutes and runs between Guiseley and Leeds, the nearest stop is 650m from the centre of the site.

3.12 The Wharfedale rail line which serves Guiseley Station, approximately 1,030m walking distance to the south east of the site, provides a half hourly service between Leeds and Ilkley and an additional half hourly service between Bradford and Ilkley.

Access Opportunities/Constraints

3.13 It is agreed that suitable vehicular access could be formed onto Ings Lane, the location of the access will be subject to adequate visibility splays being demonstrated.

Pedestrian/Cycle Access

3.14 It is agreed that Ings Lane currently has a continuous footway along its eastern side, with a grass verge along most of the site frontage on the western side. The grass verge becomes a footway to the south of the site.

3.15 It is agreed there will be a requirement for the pedestrian network within the site to be linked into the existing pedestrian network of Guiseley. This would likely consist of a continuous footway along the site frontage onto Ings Lane, with a formalised crossing point across Ings Lane.

3.16 The current public right of way from the site onto the A65 is a footpath and so will provide an additional pedestrian access into the site.

3.17 It is agreed that the Ings Lane site access junction(s) would need to be designed to accommodate cyclists.

ii) Traffic Impact

3.18 It is agreed that Ings Lane is the only suitable location for vehicular access into the site, and it is likely that the majority of the traffic to and from the site would travel south towards the A65.

3.19 The parties agree that it is not necessary to undertake any major improvements to the A65 corridor prior to development of the site; they also agree that, in principle, a financial contribution can be made to assist in mitigating the impact on existing junctions identified in the site requirement.

Flood Risk and Drainage

i) Assessment of Flood Risk

Fluvial Flooding

3.20 The Environment Agency's Flood Map for Planning shows that the site is predominantly within Flood Zone 1 (low) with only a small area in the north of the site shown to be within Flood Zones 2 (medium risk) and 3 (high risk) of the Mire Beck as shown in Figure 1 below.

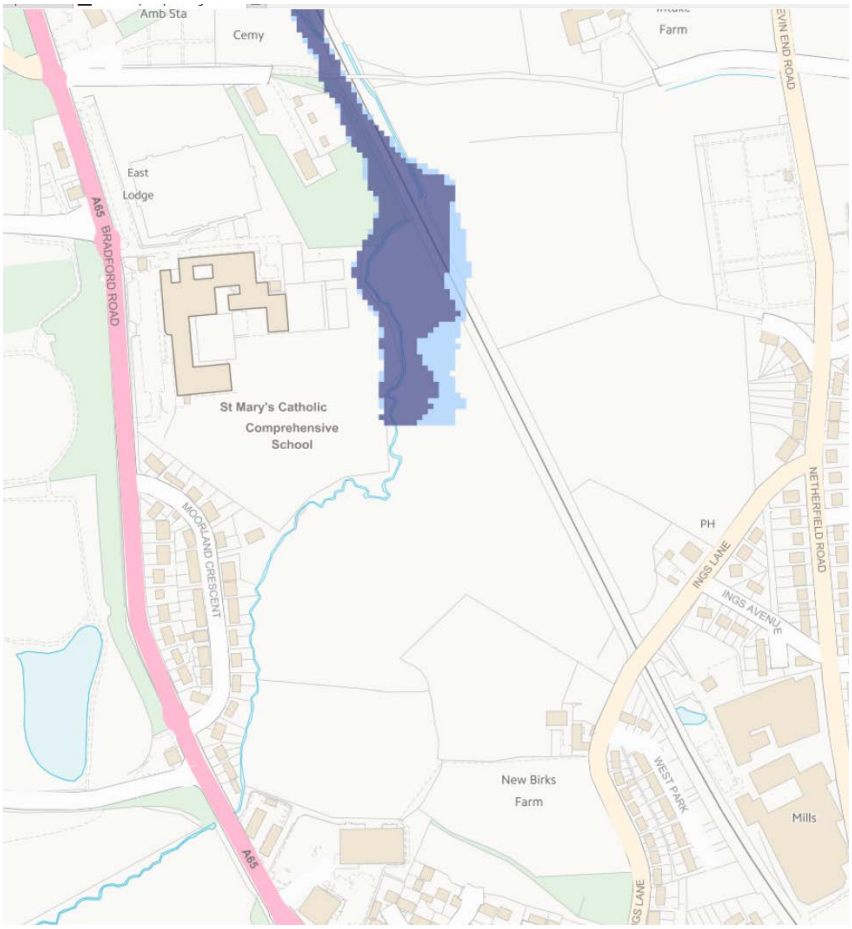

Figure 1: Flood Map for Planning

3.21 The Flood Zones within Figure 1 are based on JFLOW modelling which is known to be broad-scale and adopts a conservative approach to predicting flood extents and depths. It is generally accepted by the Environment Agency (EA) that this form of modelling is not suitable for assessing site specific flood risk. In the circumstances, it is common ground between the Parties that more accurate flood risk modelling would provide a more detailed assessment of flood risk at the site. It also agreed that it would be appropriate to undertake

that work as part of pre-planning application discussions and ultimately the application stage.

3.22 The Council has provided a more detailed Appraisal of Flood Risk (Appendix 2 of CD1/30 Flood Risk Background Paper) prepared by constructing a river channel (1D) hydraulic model using 12 surveyed cross sections. This modelling also included the culverts under both the A65 and railway line at the upstream and downstream limits of the site respectively. The modelling outlines from this modelling are included within Figure 2.

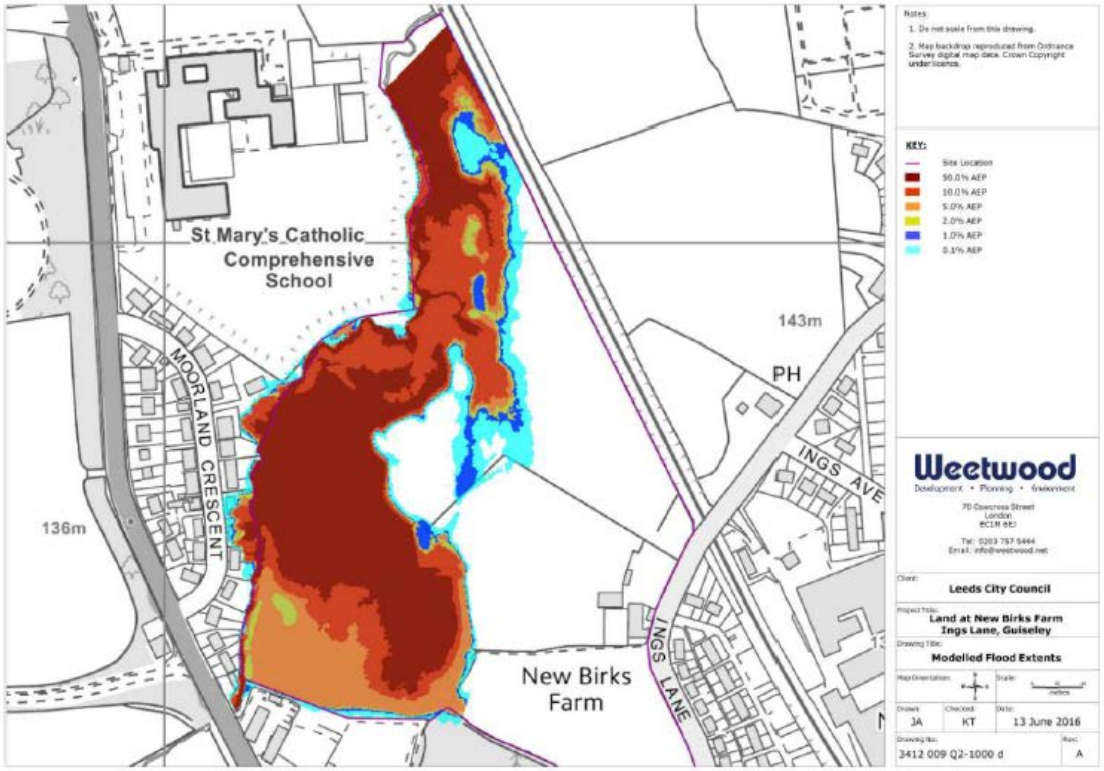

Figure 2: Modelled Flood Outlines for 1 in 2 to 1 in 1000 annual probability

3.23 Given the perched nature of the Mire Beck, the river channel model produced used 'channel only' cross section information (i.e. not extended into the floodplain); as a consequence, it is likely that the outputs represent an over-estimation due to the process of artificially narrowing the floodplain (referred to as 'glass walling').

3.24 Whilst this assessment is more detailed than (and therefore preferred by LCC) the JFLOW modelling used to define the Flood Map for Planning floodplain outlines, the mapped outputs have been based on extrapolating calculated in-channel flood levels across the floodplain. As the existing channel is perched, this approach over-estimates flood extents and depths as it makes no allowance for floodplain flow processes.

3.25 The Parties agree that a linked river channel and floodplain (1D/2D) model is required (to include all potential flow restriction points / structures) to provide a more accurate representation of flood risks through the site and would be expected to result in decreased out of bank flows through the site when compared to existing predictions.

3.26 Once constructed, the detailed model can be used to analyse the watercourse and maximise the developable area whilst ensuring that any proposals do not increase flood risk to third party land. It is agreed that this could be undertaken and agreed as part of pre-planning discussions and ultimately the application stage.

It is agreed that two potential mitigation options have been identified:

1) widening of the existing Mire Beck through the construction of a two-stage channel. The modelling will be used to determine the dimensions required to ensure that all flood events (up to and including the 1 in 1,000 year flood event) are contained and conveyed within the redesigned channel; and,

2) the construction of a second channel within the lowest point of the site. This channel could be linked to the existing perched Mire Beck channel and once water levels exceed a set level (determined by detailed modelling) flows could enter the second channel and be conveyed through the lower elevated section of the site before discharging back into the Mire Beck further downstream.

3.27 Whilst both of these options remain subject to confirmation through detailed modelling, the Parties agree to the principles of the options and expect these to be investigated in detail through the planning application process. This will inform the developable area of the site and its capacity at the planning application stage which may increase the number of dwellings

Tidal Flooding

3.28 Noting the elevation and location of the area, it is agreed that the site is at no risk of tidal flooding.

Surface Water Flooding

3.29 The Environment Agency's Surface Water Flood Risk mapping shows a significant extent of the site to be at 'high surface water flood risk', specifically along the western edge of the site bordering the Mire Beck. For the reasons set out above it is agreed that those flood outlines within the western portion of the site are likely to represent an over-estimate of the 'worst-case' fluvial flood extent.

ii) Surface Water Drainage Strategy

3.30 Owing to the underlying geology and the location of the Mire Beck, it is likely that groundwater levels will be near surface and as such will preclude the use

of infiltration techniques. Therefore, one option for an appropriate Surface Water Drainage Strategy could be to discharge into the Mire Beck at predevelopment 'greenfield' run-off rates. In turn, this will generate attenuation volumes, which will need to be retained in SUDS control features along the western section of the site (but outside the yet to be confirmed Flood Zone 3 outline) prior to discharging into the beck.

3.31 A second option could be to balance the surface water runoff within Mire Beck itself. This is likely to involve modifications to the beck, which could be accommodated within the site. Given the relatively different timings of the catchment and development runoff this option could result in a 'flattening' of the flood hydrograph, which would reduce flood levels downstream of the site. This would, however, need to be confirmed by hydraulic modelling.

3.32 It is agreed that even if the second option proves not to be viable, the first option will ensure that the proposed development can be drained without increasing flood risk elsewhere.

4. Outstanding Matters of Uncommon Ground

4.1 There are no matters of uncommon ground between both parties.

Agreement of Statement of Common Ground

Signed on behalf of Leeds City Council:

Name: Tim Hill, Chief Planning Officer

Date: 04/07/18

Signature: 

Signed on behalf of Gallagher Estates Ltd

Name: Samantha Ryan (Planning Director, Turley)

Date: 04/07/2018

Signature: