

**LEEDS CITY COUNCIL
ENGINEERING SERVICES**

**PLOT 5
THORNES FARM BUSINESS PARK
FAR LANE
OSMONDTHORPE**

TECHNICAL INFORMATION

Plan No 2923

February 2010



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1.0 INTRODUCTION

- 1.1 This brief contains information, which relates to an area of land known as Plot 5, Thornes Farm Business Park, Far Lane, Osmondthorpe, Leeds. It has been prepared to act as a guide in the formulation of detailed proposals from information gathered from a number of third party sources and is given with no warranty.

2.0 LOCATION AND DESCRIPTION

- 2.1 The site is located in a well established industrial area 3.5 km east of Leeds City Centre near the A63 Pontefract Lane dual carriageway (East Leeds Link Road), around 1.8 km from Junction 45 of the M1 Motorway; providing excellent access to the strategic road network. The location of the site is shown on Plan No. 2923/1 in Appendix A.
- 2.2 The site is approximately 2.73 hectares in size with frontage on to Thornes Farm Way and Far Lane as shown on Plan No. 2923/2. The site is generally flat, rectangular in shape, vacant and located in a well-established industrial area.
- 2.3 The site is within the Aire Valley Leeds (AVL) regeneration area, which is a major employment area in Leeds covering over 1000 hectares of land to the south east of Leeds City Centre.

3.0 PLANNING

- 3.1 Leeds has an identified requirement for large, good quality employment sites to enable the relocation of existing businesses to modern premises, to attract new inward investment, and to support the growth of a diversified employment base in the
- 3.2 The site is allocated for employment development in the Unitary Development Plan (Review 2006) under Policy E3. Policy E8:5 identifies the site as a Key Employment Site which preserves its availability for the full range of employment uses.
- 3.3 An Area Action Plan (AAP) for the Aire Valley Leeds area is being prepared by the City Council as part of the Local Development Framework for Leeds. When adopted the AAP will replace UDP allocations and area specific policies in the AVL area
- 3.4 The site has the benefit of a current Outline Planning Approval giving approval to a number of employment uses, a copy included in Appendix B. This Planning Approval encompasses three sites on Thornes Farm Business Park; Plots 2, 5 and 6.

- 3.5 The permitted approved development is conditioned on not exceeding vehicle trip thresholds, which is linked to floor areas and use classes. Since the three individual plots are to be developed separately these thresholds are being split and proportioned to each site. Plot 5 is allocated 40% of the permitted development and will be required to meet all the planning conditions to achieve fully the allocated level of development.
- 3.6 Given the location and context of the site and the planning policy background, development of one large building or several smaller units in one or more of the use classes would be appropriate.
- 3.7 Proposals for any other commercial uses appropriate to an industrial area will be considered on their merits against relevant planning policy and other material considerations.

Landscaping Requirements

- 3.8 The landscaping scheme must be submitted as an integral part of any detailed planning application for the site. This will need to show details of levels, planting (including species), locations, numbers, sizes and planting densities;. The scheme should show services, details of hard surfacing, footpaths and fencing.
- 3.9 To provide guidance to developers in drawing up landscape proposals to address the landscape condition(s) attached to the outline planning permission an indicative landscape master-plan has been prepared which reflects the broad approach outlined in the Design Guide for Aire Valley Leeds. A copy of the landscape master-plan and associated drawings is included in Appendix C.

Sustainability

- 3.10 The developer will be expected to demonstrate that sustainable development principles have been taken into account in the design and layout of the scheme in accordance with the City Council's Sustainable Development Guide (SPG10) and the merging Sustainable Design and Construction Supplementary Planning Design once adopted. A statement setting out how sustainable development principles have been addressed in the development should be submitted as part of any planning application.

4.0 HIGHWAY ACCESS

- 4.1 Thornes Farm Way is listed in the Highway Registry as a highway maintainable at public expense. Far Lane is subject to a Section 38 Agreement of the Highways Act 1980, and is therefore a Highway that is not currently maintained at public expense.
- 4.2 Pontefract Lane has been subject to recent major highway improvements as part of the East Leeds Link Project. As a result of these highway improvements Pontefract Lane is now re-classified as the A63.

- 4.3 Vehicle access will be considered, subject to meeting junction spacing design standards, from either Thornes Farm Way or Far Lane.
- 4.4 The proposed access, sightlines and on site layout must meet current design standards. The proposed site layout must have sufficient turning facilities to accommodate all relevant vehicle types.
- 4.5 A Transport Assessment or Statement will be required subject to the scale and nature of any proposed development in accordance with Guidance on Transport Assessment 2007 produced by the Department of Transport.
- 4.6 The development of this site will have an impact on the nearby M1 Motorway, and in particular Junction 45. The Highway Agency has provided TR110 conditions on permitted trip movements for the combined development of Thornes Farm Plots 2, 5 and 6; appended in Appendix D.
- 4.7 The Transport Statement/Assessment should address how these conditions will be met and monitored.
- 4.8 Advice on car parking provision is contained in Appendix 9A of the UDP Review. The number of parking spaces must not exceed those outlined in the Highway Agency TR110 conditions.
- 4.9 The needs of cyclists should be considered to ensure appropriate provision of cycle parking, storage and changing facilities. Provision must comply with the City Council's Cycle Parking guidelines in the UDP Review (Appendix A9C). Reference should be made to "Cycle Friendly Infrastructure", published by the Institution of Highways and Transportation (1996), when giving consideration to providing for cyclists. Further guidance is available in "National Cycle Network Guidelines and Practical Details". Developers are advised to discuss proposals with the Development Department's Cycling Officer Mark Robinson 0113 3951470.
- 4.10 The needs of motorcyclists should be considered to ensure appropriate provision of motorcycle parking, storage and changing facilities. Provision must comply with the City Council's Cycle Parking guidelines in the UDP Review (Appendix A9D).
- 4.11 Reference should be made to "Providing for Journeys on Foot" published by the Institution of Highways and Transportation (2000), when giving consideration to the needs of pedestrians. It will be expected that the layout of the development will include good pedestrian access. Attention should focus on the need and opportunity for improved public transport with associated good quality waiting and information facilities.

5.0 PUBLIC TRANSPORT

- 5.1 Regeneration and development proposals for the Aire Valley include a strong emphasis on sustainable transport, and new public transport services and routes including Park & Ride facilities are proposed to support planned development. Public transport links between employment areas and

adjoining residential communities are a key aspect of the transport strategy for the area.

- 5.2 A key site such as this may be a significant generator of travel demand, and as such is subject to the requirements of Planning Policy Guidance 13 (PPG13), the Transport Strategy and the UDP for access provision. The approach is to reduce reliance on the private car, and encourages alternative means of travel with less environmental impact. The enhancement of public transport is key to improving access for local employment.
- 5.3 In the vicinity of this site, the transport strategy has identified the need for enhancements to existing public transport services, which should provide the development with an appropriate level of improvement to transport services. As part of the strategy a bus gate has recently been constructed to link the Thornes Farm development site with Halton Moor Avenue to the north. It is anticipated that this link will facilitate the provision of bus services between East Leeds and the Aire Valley area via Thornes Farm Way.
- 5.4 The footways in and out of the site should relate to the local pedestrian network so as to encourage convenient pedestrian links to access public transport.

6.0 TRAVEL PLAN

- 6.1 Submitted development proposals need to include a Travel Plan Framework prepared in accordance with the guidance contained within the City Council's draft SPD "Travel Plans", May 2007 (adopted for development control purposes for planning applications submitted from 1st June 2007 onwards).
- 6.2 This Travel Plan Framework needs to consider how the following targets are to be met:
 - To reduce the number of sole occupancy car journeys to the site.
 - To set new targets for a further reduction in the number of sole occupancy car journeys.
 - To reduce the number of car parking spaces attached to each building over 10 years.
 - A commitment to integrate this travel plan with others in the area and to develop an overall travel plan.
 - Reference to the fleet management and operation systems, which will form a significant element of transportation impacts for the operation as a whole.
 - Engage with current and future public & private transport initiatives - Committing future occupiers to complete a staff travel survey, preferably prior to any relocation of staff.
 - The location dictates that for many people the car will be the favoured mode of travel. Encouragement should therefore be given to ride-sharing by providing dedicated parking for ride sharers.
 - Provision of a detailed interpretation of the public transport conditions near to the site and the opportunities that this gives for staff travel e.g. identify bus routes, frequencies and measures to encourage use i.e. MetroCard.

- Advise and provide incentives to joining the Company MetroCard scheme for discounted travel tickets.
- Provision of showers and secure storage/parking on site for cyclists/motor cyclists.
- Clarification as to the provision of parking allocation for powered two wheelers.
- Monitoring and evaluation report to be forwarded to Leeds City Council every two years, commencing at the 2nd anniversary of the occupation of the building/s.
- Nomination of a single person to act as Travel Plan Co-ordinator with overall responsibility to deliver this plan.
- Commitment to supplying LCC with documentation relating to the travel plan (e.g. travel survey, results and proposals for future initiatives).
- A second objective should be to achieve a reduction in car parking spaces over 10 years.

6.3 The Travel Plan Framework also needs consider how the extent of the vehicle movement reduction will be agreed at various review stages, having regard to the following trigger points:-

- The provision of new bus services to the site
- Commencement of Rapid Transit services.
- Effectiveness of other Travel Plan measures.

6.4 An Evaluation & Review process needs to be addressed using the following timescales:

- 2 years from the occupation date.
- 4 years from the occupation date and annually thereafter.
- Every 2 years from the occupation date, for a period of 10 years.

6.5 A detailed or reserved matters application will include a condition that a detailed Travel Plan must be approved, by the City Council, prior to the development opening for business.

7. AIRE VALLEY EMPLOYER SUPPORT TEAM

Employment of Local People

7.1 The City Council considers it important that development within Leeds should have a direct benefit for the people of Leeds. The Aire Valley Employer Support Team has been established to assist both existing businesses and new companies re-locating to the area with their recruitment needs; over recent years, the Team has assisted 1000 people into employment in local firms, with over 50% coming from the surrounding communities.

7.2 The range of assistance available free of charge to companies includes:

- Advertising vacancies
- Recruitment Days

- Work Placements
- Customised Training
- Use of Council Premises
- Information Sessions

7.3 The Employer Support Team also has links to the wider recruitment, training and skills network in the City, including Jobcentre Plus, Leeds Chamber of Commerce, Construction Leeds, Colleges and Universities and can offer or broker assistance tailored to company needs.

Other Business Support

7.4 A range of other assistance to companies is available directly from the Aire Valley Team or partner organisations in the wider business support network. This includes:

- Business Security – dedicated Business Watch service (CCTV and security patrols) on Cross Green Industrial Estate
- Business advice and support from dedicated Business Link adviser, including access to financial assistance
- Close links with support organisations such as Manufacturing Advisory Service, Print Yorkshire
- Free entry in web-based Business Directory
- Business networking events
- Quarterly Business Bulletin circulated to all 400 local companies – local developments, company news, assistance available
- Information on available land and premises
- Information on travel and transport to employment sites

Further Information

7.5 For further information on business support, recruitment assistance, development, opportunities and other initiatives in the Aire Valley Leeds, please contact::

Alan Taylor, Project Manager, Aire Valley Leeds, 0113 214 9005
alan.s.taylor@leeds.gov.uk

8.0 ENVIRONMENTAL CONSIDERATIONS

8.1 Road traffic noise and air quality levels should be taken into account at the detailed design stage of redevelopment.

- 8.2 Any industrial use of the site should take into consideration the neighbouring residential properties. Contact must be made with the Department of Environment and Neighbourhoods Environmental Health Services to ensure that appropriate planning conditions are imposed to protect the amenities of local residents.
- 8.3 Mitigation measures should be included in any design stage and reference to BS4142: 1997 should be made.
- 8.4 Any works carried out with regards to trees or manmade structures should give consideration to bats and birds that may be using these places to roost, hibernate or nest. Environmental surveys will need to be carried out before commencement of any development works.

9.0 PUBLIC RIGHTS OF WAY

- 9.1 The site is located within an area currently excluded from the coverage of the Definitive Map. There are no known public rights of way that affect this site.

10.0 ARCHAEOLOGY

- 10.1 There are no known significant archaeological implications for this site.

11.0 GROUND CONDITIONS

- 11.1 A Geotechnical Desk Top Study Report has been prepared for this site and can be accessed in Appendix E.
- 11.2 Although planning policy guidelines places a duty upon Local Planning Authorities to take account of land contamination when considering planning applications, it is the applicant's responsibility to provide information on whether the site is contaminated and to prepare an outline of any required remedial proposals.
- 11.3 Therefore site investigation may need to be carried out and should include a full assessment to determine the possible presence of any contaminated material and whether it presents a significant risk.
- 11.4 A statement detailing the necessary remedial works will be required. It is the Developer's responsibility to ensure that the site is treated in accordance with the recommendations of the statement, thus making the site "suitable for use" and such that it would not be classified as contaminated land under Part IIA of the Environmental Protection Act, 1990

12.0 DRAINAGE

- 12.1 The site should be developed with separate systems for foul and surface water drainage. The separate system should extend to the public sewer.
- 12.2 The approximate positions, size and depth and direction of flow of the existing public sewers within and in the vicinity of the site are shown on Plan

No. 2923/3. The sewers in Far Lane are private but are believed to be subject to a Section 104 of the Water Industry Act 1991 agreement with Yorkshire Water.

- 12.3 Records of private drainage systems are not generally kept and therefore it is advised that a survey of the locality be carried out.
- 12.4 Any new connection to an existing public sewer or to a prospectively adoptable sewer will require the approval of Yorkshire Water. Applications should be made by telephoning 0845 124 2424.
- 12.5 Prospectively adoptable sewers must be designed and constructed in accordance with the WRc publication 'Sewers for Adoption – A Design and Construction Guide for Developers' – 5th Edition as supplemented by Yorkshire Water's requirements pursuant to an agreement under Section 104 of the Water Industry Act 1991. An application to enter into a Section 104 agreement must be made in writing prior to any works commencing on site. For further information contact Yorkshire Water's Development Team at Sheffield (tel. 0845 124 2424).

Foul Water

- 12.6 Foul water should discharge to the 300mm diameter public foul sewer recorded in Thornes Farm Way, at a point adjacent to the site.
- 12.7 Foul water from kitchens or food preparation areas of restaurants/canteens etc should pass through a fat and grease trap of adequate design before discharge to the public sewer network.
- 12.8 Yorkshire Water's Industrial Waste Manager must be consulted in respect of any proposed trade effluent discharges to the public sewer network.

Surface Water

- 12.9 In keeping with the policy for Sustainable Urban Drainage Systems (SUDS), the development of this site should be drained by using some sustainable drainage methods.
- 12.10 One sustainable approach to surface water drainage management would include source control measure for rainwater recycling. Therefore the proposed Development drainage scheme should consider the installation of rainwater harvester tank(s) for collecting the 'Grey water' run-off from the proposed building roofs.
- 12.11 Water collected in this way can be re-cycled for sanitary purpose use which is a water saving feature that helps to protect water resources and attenuate flows to watercourses.
- 12.12 Disposal of surface water run off from the new development should preferably be by means of ground infiltration (i.e. soakaways and porous surfacing).

- 12.13 Ground Investigations should be carried out to determine if infiltration drainage methods are practicable and suitable for these sites. A Solis Report including ground percolation test results will need to be submitted for approval. The soakaway design and the sub ground strata of the sloping site areas shall be considered so as not to cause flooding to any adjoining third party land.
- 12.14 If this proves that infiltration drainage is not a viable option, then a positive piped system of surface water run off disposal will need to be provided.
- 12.15 Surface water run off will be restricted to a discharge rate of 5litres /sec /hectare. This is likely to require the design and provision of on-site balancing ponds, buried storage tanks or large diameter pipes, with a control device at the outlet to restrict the flow.
- 12.16 Surface water discharge of the attenuated flow into the public surface water sewer recorded in Thornes Farm Way, would require Yorkshire Water approval.
- 12.17 The design of the piped SW drainage system incorporating the attenuating storage features shall comply with and satisfy the Leeds City Council Land Drainage minimum flood risk standards. A copy of the 'Minimum Development Control Standards For Flood Risk' is appended in Appendix F
- 12.18 The design together with supporting calculations must demonstrate that the site will not flood in the 1 in 30 year storm period event, and that flooding will be prevented in the 1 in 100 year event to the downstream sewers and watercourses. The calculations shall simulate and take the worst case peak flows over a range of storm durations, including 20% allowance for climate change in the 1/100 year event in order to determine the volume of on-site storage required.

Flooding

- 12.19 The eastern site boundary touches the edge of the Wye Beck Flood Zone 2, medium risk of flooding.
- 12.20 In accordance with Leeds City Council Land Drainage Design Guide and the Environment Agency recommendations, a Flood Risk Assessment is required. This should include a drainage impact study on the downstream sewers and watercourses and would have to demonstrate that the development would not increase flood risk to others by increasing surface water run off.

Land Drainage

- 12.21 The public sewer network is for domestic sewage purposes. This generally means foul water for domestic purposes and, where suitable surface water or combined sewer is available, surface water from roofs of buildings together with surface water from paved areas of land appurtenant to those buildings.
- 12.22 Land and highway drainage have no right of connection to the public sewer network. Land drainage must not be discharged into a public sewer. Highway

drainage may be accepted under certain circumstances if SUDS is not a viable option and if capacity is available within the public sewer network. In this event, the developer will be required to enter into a formal agreement with Yorkshire Water Services under Section 115 Water Industry Act 1991 to discharge non-domestic flows into the public sewer network.

- 12.23 Surface water run-off from communal parking or service areas must pass through an oil, petrol and grit interceptor/separator of approved design before any discharge to the public sewer network or watercourse. It is good practice for any interceptor/separator to be located upstream of any on-site balancing, storage or other means of flow attenuation that may be required.

13.0 STATUTORY SERVICES AUTHORITIES' PLANT

- 13.1 The approximate positions of the main services within and in the general vicinity of the site are shown on Plan Nos. 2923/3 to 7. The positions of all services shown, which have been taken from the Services Authorities' records, are indicative and must be used only for planning purposes. Also their shown sequence may be incorrect and because of the scale of the plans there may be more individual services present than those indicated, i.e. the positions shown may indicate routes of multiple cables, service ducts etc. Details of service connections are not generally known. Original copies of the Statutory Authority's plans are included in Appendix H.
- 13.2 It is the responsibility of the developer to obtain from the Statutory Service Authorities the precise and up to date location of all services. If any service is encountered it is advised that contact is again made with the Statutory Service Authorities before further excavation takes place. If it is necessary as part of the development of the land that any service requires diverting or lowering in order to provide access or for any other purpose then the cost of these works will be a charge to the developer.