

26 June 2020

David Feeney Esq.  
Chief Planning Officer  
Leeds City Council

Dear Mr Feeney

### **Taylor Wimpey Application - 17/02594/OT - Racecourse Approach, Wetherby**

This application for 800 units, part of a total allocation of 1100, was and is the largest housing site in the approved SAP with the exception of the East Leeds site which is strategic requiring an orbital road diversion. In consequence BWP consider the following as imperatives :-

- 1) The SAP
- 2) Climate Change
- 3) Shuttle Bus
- 4) Wetherby Young Offenders Institute
- 5) Transport Supplementary Planning Document (SPD)
- 6) Other Reserve Matters

#### **1.) Taylor Wimpey have yet to fulfil these **ABSOLUTE** requirements of the SAP:-**

( a). Vehicular Access **onto** York Road

b). A Masterplan for the whole SAP site. The Living with Beauty report of January 2020 states :-

*A **Masterplan** sets out proposals for blocks, buildings, spaces, street hierarchy, movement strategy green infrastructure and land use in three dimensions and matches these proposals to a delivery strategy.*

c). A pedestrian and cycle link to York Road shall be provided to the south-west of the site, providing **safe**, practical all year round links to Wetherby town centre from the new housing.

d). A comprehensive design brief for the development needs to be agreed prior to the development of the site. The aforementioned report states :-

***Brief.** A brief sets out the aspirations and technical requirements of a scheme. It is at this stage that stakeholder and community involvement is often most effective. If a brief is produced by a Local Planning Authority, it can be adopted as supplementary planning guidance (SPG). SPG will be given more weight as a material consideration in the development control context if it is prepared in consultation with the public, and is adopted by council resolution.*

#### **2 ) Climate Change**

The Leader said on 27 March 2019 that Climate Change 'should be at the heart of every future decision made by the Council'. We expect the following to be considered :-

RIBA recommendations that new buildings need to be ultra low energy, using close to Passive House levels of heating energy, as of now using

*excellent airtightness*

*ventilation with heat recovery*

*high levels of insulation*

*triple glazing*

*timber frame*

At one of the public meetings a Taylor Wimpey representative proposed timber framed housing. These produce less carbon emissions during construction and lock away significant carbon dioxide within their structure than conventional equivalents. Elsewhere, Graeme Oswald, design & planning manager at Taylor Wimpey has stated, "Project 2020 ( a Taylor Wimpey Research Programme ) is about seeking out the most up-to-date research available and building homes to match how our customers want to live, by using innovative construction methods and materials that will deliver the quality they expect. Homes are also intended to demonstrate greater build efficiency and deliver substantial advances in reducing energy consumption, tackling climate change.

The CCC and the Chancellor have stated that from 2025 no new built dwelling should be connected to the gas grid. This development will be completed close to 2030 so ALL the houses should use passive energy sources such as solar or ground pumps etc..

### **3) The Shuttle Bus.**

There is little point in having a SAP requirement for good foot and cycle connections to the existing town to reduce car use if the shuttle bus running every 20 minutes into the town centre is pushing out diesel/petrol particulates. So LCC needs to require WYCA to provide an electric vehicle. The latter point out that none of the operators have hardware at their depots for charging etc.. This is such a lame excuse showing none of the inspired thinking other councils and authorities seem to be able to demonstrate. See the prize winning Derwenthorpe development or the electric urban buses in Harrogate . Even more innovative would be a hydrogen bus which are operating on public roads already. Don't just 'talks the talk' on climate. It needs to run to more of the town than just the 'bus terminus'. It should be providing alternative transport for younger school children initially into the existing town schools, but after the school on the development is complete the opposite journey. Equally, it should be passing health facilities and supermarkets. It should not be there just to allow the developer to seek to tick an accessibility box for employment, which incidentally, it still fails.

As proposed it is a very poor gesture showing a real lack of thought and destined almost certainly to be a white elephant. Where are the examples of success of such an arrangement.

#### **4) Wetherby YOI**

A important off site issue is the current on street parking outside the Wetherby Young Offenders Institute. This is regularly >40 vehicles and has on occasions been in excess of 60. All of this will have to be accommodated elsewhere as the current parking is on both verges of the B1224 which will be carrying far more traffic generated from the development and is to have a full width pavement as part of the mitigation works. It is obviously unsatisfactory for this to become random street parking either on the development or on the existing street on the western side of the A1(M). What impact will this have on the town car parking facilities. For example the most recent addition to public parking in the Town is the Cluster of Nuts but 60 cars would represent >40% of that facility the majority of the spaces being for a maximum 2 hour stay. As visiting is for up to 2 hours and they would have to walk to and from the YOI it is unlikely that this will suffice. Longer stay parking in the town is very limited. The shuttle bus might reduce the time to needed to make the visit but the visitors till need to park somewhere. Of course all of this ignores the additional parking in the town generated from the residents of the development. All in all this illustrates a question which the planning officer singularly failed to answer at the 29 August 2019 Planning Panel meeting and which has featured in a number of the objections. Where and at what cost will the additional car parking be provided. I suspect this will make a significant dent in the S106 contribution Taylor Wimpey are offering.

#### **5) Transport Supplementary Planning Document (SPD)**

Some of the many relevant parts are a) Safety Audit with particular regard to the highway access points of the development. b) Electric Vehicle Charging Points c) Highways Cumulative Impact d) Cycle ways design and quality and links to Cycle Superhighways.

#### **6) Other Reserve Matters**

a) No development shall commence until a fully detailed scheme of mitigation for protecting the living conditions of future occupiers of the proposed dwellings adjacent to the A1(M) from noise arising from the same has been submitted to and been approved in writing by your authority.

The scheme shall reflect a plot-by-plot assessment of each dwelling proposed and its setting, and shall relate solely to mitigation measures to be deployed within the appeal site to which this application relates.

Noise during the day-time period (0700-2300), when considering the total ambient noise levels, in external living areas of these dwellings which are to be expressly defined by the submission and are to be approved in writing by authority, shall all not be measured to exceed the World Health Organisation (WHO) Guidelines Page 38 for Community Noise, 1999 (the WHO Guidelines) and BS 8233:2014 guidance of 50 dB(A) LAeq16hour.

Noise during the day-time period (0700-2300) and night-time period (2300-0700), when considering the total ambient noise levels, in internal living areas of these dwellings, shall

not be measured to exceed the following requirements of the WHO Guidelines and BS 8233:2014:

- : 1. 35 dBLAeq16 hour during the day-time in bedrooms and living rooms;
2. 30 dBLAeq8 hour during the night-time in bedrooms;
3. 45 dBLAmaxfast during the night-time in bedrooms, and;
4. 40 dBLAeq16 hour during the day-time in dining areas.

b). No development shall take place until an Arboricultural Method Statement (AMS) has been submitted to and been approved in writing by your authority. The AMS shall detail trees and hedgerows to be retained and contain a Tree Protection Plan (TPP) for the duration of the works. The development shall be carried out in accordance with the approved AMS, and no trees within or overhanging the site shall be felled, cut back, damaged or removed, unless as identified in the AMS.

c). No development shall take place, including any ground works or demolition, until a Construction Method Statement (CMS) has been submitted to and been approved in writing by your authority. The approved CMS shall be adhered to throughout the construction period. The CMS shall provide for the following:

- 1) construction site access details for Racecourse Approach and York Road to include the construction of ghost lanes prior to the commencement of site works;
- 2) parking of vehicles of site operatives and visitors;
- 3) loading and unloading of plant and materials;
- 4) storage of plant and materials used in constructing the development, and;
- 5) measures to prevent the transfer of mud and debris onto the highway, and including arrangements for wheel and underbody washing facilities of vehicles.

No works shall be undertaken except as in accordance with the details to be approved pursuant to the CMS.

d). Upon the first occupation of each dwelling the occupier shall be provided with a Residential Travel Information Pack for sustainable transport, the detailed form and content of which shall have previously been submitted to and been approved in writing by your authority and Wetherby Town Council.

Finally, but perhaps most importantly, referring again to The 'Living with Beauty' page 168 the term '**Enquiry by Design**' :-

The Enquiry by Design (EbD) process is a planning tool that brings together members of the community with key stakeholders and a full professional team to collaborate on the creation of a vision or masterplan for a new or revived community. An EbD exercise should be preceded by the production of detailed technical studies and a scoping exercise. EbD can be used at any level of planning scale. It involves bringing all parties together within a deliberative framework with a drawn outcome. Proponents of EbD suggest that the process can help to arrive more quickly and effectively at consensus as issues can be dealt with simultaneously rather than sequentially.

We believe this would be a far more effective means of dialogue than the proposed loose arrangement proposed by Taylor Wimpey which would be entirely under their control. Their

commitment to dialogue with the community of Wetherby to date has been reluctant and ineffective.

Yours sincerely

Clive Smithson

Secretary BWP

cc Councillor Lisa Mulherin

Climate Change, Transport & Sustainability Development

**The Better Wetherby Partnership is a not for profit company limited by guarantee.**

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