



Yorkshire Water

LANGSETT BARN CAR PARK PROPOSED CHARGING SCHEME

Planning, Design and Access Statement





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TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70095587

OUR REF. NO. 70095587

DATE: JUNE 2022



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Planning, Design and Access Statement

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	V.1			
Date	17/06/22			
Prepared by	Stewart Robson and Matt Carney			
Signature				
Authorised by	Cassie Fountain			
Signature				
Project number	70095587			
Report number	001			
File reference				

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1 INTRODUCTION

1.1 BACKGROUND

This Planning, Design and Access Statement has been prepared by WSP on behalf of Yorkshire Water (“the Applicant”) to accompany a planning application seeking full planning permission for the following Proposed Development (“the scheme”):

Installation of payment machines, ANPR camera and associated signs and infrastructure at the existing Langsett Barn Car Park, Langsett, S36 9FD

The purpose of this supporting statement is to:

- Provide details of the Proposed Development to which the application relates;
- Set out operational needs; and
- Identify relevant local and national planning policy and demonstrate the Proposed Development’s conformance with such policy.

2 SITE LOCATION AND DESCRIPTION

2.1 LOCATION

- Nearest postcode: S36 9FD
- Grid reference: 421066, 400434

The Application Site comprises Langsett Barn Car Park, which is situated to the west of the village of Langsett (see Figure 2-1).

The A616 Manchester Road bounds the site immediately to the north, with a residential area to the east and agricultural fields to the west. Langsett Reservoir is located immediately to the south of the Site. There are two residential Grade II listed properties (The Larches & Waterside Cottage) whose gardens abut the eastern boundary of the car park.

To the southeast of the land in which the application Site lies there are public footpaths. There are also paths to the west which connect the car park to Langsett village. Vehicular access to the site comes via the main access point off the A616. The car park has 62 spaces alongside 3 disabled parking spaces, 1 coach and a trailer parking area for 2 cars and 2 trailers.

The site located in the Peak District National Park and is located within a Conservation Area.

Figure 2-1 - Langsett Barn Car Park Location



3 NEED FOR DEVELOPMENT

The proposed development is for the installation of pay machines, Automatic Number Plate Recognition (ANPR) cameras, and associated supporting infrastructure including signage at the existing Langsett Barn Car Park. The infrastructure would enable a change in management and operation of the site.

It is the intention for Yorkshire Water to commence a trial to charge for parking at 6 car parks later this year (2022) across 4 reservoirs: Swinsty, Fewston, Thruscross and Langsett. The proposed development is for the installation of necessary infrastructure at Langsett Barn car park. The revenue generated from these car parks would be reinvested into a new in-house Ranger team who will support nature conservation measures including habitat enhancements, projects focused on increasing and preserving biodiversity in the area, countryside management across Yorkshire Water's recreational sites. The Rangers would also be helping to keep sites clean, safe and enjoyable for all.

The Ranger team would be on site to ensure that the public engage safely with their surrounding environment, especially water, thus enhancing the visitor experience.

Payment would be facilitated through card payment on site, the RingGo app and by telephone. Yorkshire Water would provide updates online and with signs on site before they start charging for parking so customers would know when they have to start paying. Emergency services and blue badge holders will be exempt from parking charges. Yorkshire Water will continue to work with local authorities and parish councils regarding on-street parking issues.

Whilst advertisements and infrastructure are displayed within the site and required to be clearly visible, these would be carefully designed and located, taking into account the site's rural location within the Peak District National Park, Conservation Area and in the vicinity of Listed Buildings.

The car parking itself provides an important functional element to ensure the management of parking to Langsett Reservoir and the wider area. The site is a long-established car park and it is not anticipated that the introduction of pay and display facilities will generate a greater use of or cause any greater impact than that arising from the current usage of the site by visitors.

The use of pay and display facilities would support the enhanced management of the site. The funding will support a new Ranger team allowing Yorkshire Water to provide a better visitor experience and contribute towards ongoing nature conservation initiatives and countryside management. .

4 PROPOSED DEVELOPMENT

4.1 PROPOSED DEVELOPMENT REQUIRING PLANNING PERMISSION

The proposed development is to seek permission for the installation of two pay and display machines, one ANPR camera, and associated supporting infrastructure at the existing Langsett Barn Car Park. The infrastructure would enable the Applicant to improve and enhance the operation of the site via the funding secured by the new infrastructure.

Table 4-1 – Schedule of Planning Drawings/Documents

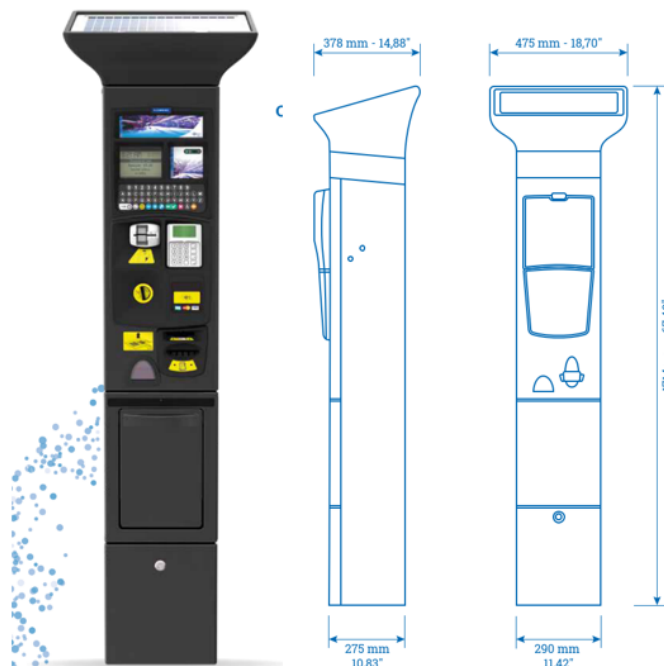
Drawing/Document title	Drawing reference (if applicable)	Revision Number
Site Location Plan	70088027-YORKSHIREWATER-001	P01
Proposed Site Layout Plan	70088027-YORKSHIREWATER-002	P01
Pay Terminal Specifications	- StradaEvo3 Data Sheet	-
ANPR Camera Specifications	- IQ250-ITS-White	-

4.1.1 PAY AND DISPLAY MACHINES

The two pay and display machines would each be mounted on a concrete plinth which would have a minimum thickness of 500 mm and covering a floor area of 600m m x 600 mm.

The machine's maximum dimensions are (Depth) 378mm x (Height) 1714mm x 475mm (Width).

Figure 4-1 - Strataevo3 Pay and Display Ticket Machine and Dimensions



Dimensions extracted from the specifications has been included in figure 2 below. The full specification document is submitted as part of this application (see document schedule above - Table 4.1). The machines would be solar powered and would have a 5W solar panel installed on top of it. An example of the proposed machine is shown below on **Figure 4-1**.

With a very small footprint and a standard height of only 1714mm (depending on ground mounting method) the proposed pay machine would occupy a minimal amount of space in the car park. The dark colour of the machine is designed to be unobtrusive in the wider landscape setting.

It is the intention of Yorkshire Water to seek permission to install the pay machines within the confines of a 2000mm x 2000mm 'box'. This 'box' would be used to microsite the pay machines and associated plinth in the optimum location to avoid impacts on vegetation and existing services in the locations indicated on the Proposed Site Layout Plan (Drawing Number :70088027-YORKSHIREWATER-001)

4.1.2 ANPR CAMERA

The ANPR camera that is proposed to be installed is an IQ250 ITS Dual All in One HD Zoom Camera. It would be located at the entrance of the car park location is indicated on the Proposed Site Layout Plan, (Drawing Number :70088027-YORKSHIREWATER-001)

The camera size excluding connectors, mount and shield is 163mm x 164mm x 145mm (WxHxD). An image of the proposed camera can be seen below in **Figure 4-2**.



Figure 4-2 - IQ250-ITS Camera

The camera would be powered through a mains electric connection at the site.

The camera would be mounted on a post with a maximum height of 4 metres tall, with foundations of a maximum diameter of 1m including a hole of a maximum diameter of 50cm wide with postcrete securing the post in position. The post colour would be RAL Colour 9005 (Black).

The IP box which houses the Camera batteries at the base of the camera has maximum dimensions of W600mmx D500mm x H700mm.

The Camera specification has been submitted as part of this application (see document schedule above- **Table 4-1**).

An image of a typical pole-mounted ANPR camera including anti-tamper measures installed is shown in **Figure 4-3** below.

Figure 4-3 - Example of Pole-mounted camera operating on other sites (solar panel is not included for this site proposal)



4.1.3 SIGNAGE

The associated parking signage which would include a maximum of 13 signs located installed within the car parking area. The signs would be mounted on posts, similar to that used for the ANPR camera. Locations of the proposed signage are indicated on the Proposed Site Layout Plan, (Drawing Number :70088027-YORKSHIREWATER-001). The maximum height of any signage once installed would be 3000mm above ground level. Further details of the types of signage proposed and relevant dimensions are provided below.

The following signs would be installed on site (Maximum Dimensions below)

- 1 Entrance Sign - 420mm x 594mm
- 2 Tariff Signs - 913mm x 1219mm
- 6 Enforcement Signs - 600mm x 600 mm
- 4 Other Signs - 913mm x 1219mm

The post dimensions used for the signage are as follows (Maximum Height Dimensions below):

- Enforcement signs – post height is around 1200mm out of ground
- Tariff, Entrance and Other Signs – post height is around 1800mm out of ground

Images of the details of the proposed Signs listed above can be found in **Figure 4.4**.

Figure 4-4- Entrance, Tariff and Enforcement Signs



4.1.4 INSTALLATION WORKS

It should be noted that it is the intention of Yorkshire Water to minimise the impact that the works would have on the surrounding environment. The car park would also continue to operate during the installation phase, minimising impact on visitors. There is no intention to remove any vegetation such as trees, nor would there be encroachment within the root protection areas of trees on site. All works would be undertaken in accordance with BS 5837:2012 (Trees in Relation to Design, Demolition and Construction) to ensure the proposed works are not detrimental to existing trees.

5 PLANNING POLICY REVIEW

5.1 INTRODUCTION

- 5.1.1 This section sets out the planning policy context for the Proposed Development. In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, planning applications must be determined in accordance with the statutory development plan unless 'material considerations' indicate otherwise. The following section introduces the relevant legislative and policy framework in relation to planning matters. This covers national and local planning policy.

5.2 NATIONAL PLANNING POLICY

5.2.1 NATIONAL PLANNING POLICY FRAMEWORK

The National Planning Policy Framework 2021 (NPPF) sets out the Government's planning policies for England and how these should be applied in decisions for new development proposals.

At the heart of the NPPF is a presumption in favour of sustainable development. The presumption highlights that, proposals which accord with an up-to-date development plan should be approved without delay unless material considerations indicate otherwise.

5.3 DEVELOPMENT PLAN

Section 38 of the Planning and Compulsory Purchase Act 2004 replicates the provisions of Section 54A of the Town and Country Planning Act 1990 (as amended) and requires that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the site falls within the administrative boundary of the Peak District National Park Authority (NPA). The statutory development plan for Peak District NPA comprises the Core Strategy as its key document, which was adopted on 7 October 2011, along with the Development Management Policies (adopted in May 2019). Peak District NPA has also prepared Supplementary Planning Documents (SPDs) that are considered to be relevant to the Proposed Development.

As confirmed by the NPPF, in reaching a decision on any application, the first consideration is whether the proposals accord with the development plan. It is then necessary to have regard to all other material considerations, which include all relevant policy considerations contained in the emerging development plan as well as National Planning Guidance.

5.3.1 PEAK DISTRICT CORE STRATEGY

The Peak District Core Strategy covers the whole of the Peak District National Park for the period from 2011 to 2026.

The adopted Core Strategy policies which are relevant to the Proposed Development are listed below and summarised in Appendix 1: List of Policies.

- Policy GSP1: Securing national park purposes and sustainable development
- Policy GSP3: Development management principles
- Policy L3: Cultural heritage assets of archaeological, architectural, artistic or historic significance
- Policy RT1: Recreation, environmental education and interpretation

- Policy T1: Reducing the general need to travel and encouraging sustainable transport
- Policy T3: Design of transport infrastructure
- Policy T7: Minimising the adverse impact of motor vehicles and managing the demand for car and coach parks

5.3.2 PEAK DISTRICT DEVELOPMENT MANAGEMENT POLICIES

- Policy DM1: The presumption of sustainable development in the context of National Park purposes
- Policy DMC5: Assessing the impact of development on designated and non-designated heritage assets and their settings
- Policy DMC7: Listed Buildings
- Policy DMC8: Conservation Area

5.3.3 SUPPLEMENTARY PLANNING DOCUMENTS

The Transport Design Guide SPD (adopted October 2019) sets out to provide further detail to transport design policy contained within the Local Development Plan for the National Park. The section relevant to the proposal is Chapter 10 'Design Guidance: Elements – Parking'.

6 PLANNING ASSESSMENT

This section provides a planning assessment of the key issues relating to the Proposed Development in the context of existing planning policy and other material considerations. Given the nature of development the main considerations of this proposal include:

- Principle of Development
- Impact on Amenity
- Environmental considerations

6.1 PRINCIPLE OF DEVELOPMENT

The Proposed Development involves the installation of new equipment and infrastructure at the existing car parking facility at Langsett Barn. This car park has been in place for a number of years and is situated in open woodland, taking the form of a hard surfaced access road which runs round the site, around which the car parking facilities are arranged. Fees generated from car parking would be reinvested into nature conservation measures including habitat enhancements, projects focused on increasing and preserving biodiversity in the area, countryside management and an in-house Ranger team, designated to operate on Yorkshire Water Land Holdings.

The Ranger team would be on site to ensure that the public engage safely with their surrounding environment, especially when it comes to water. The 'other signage' in the proposed development could in future include safety signage related to such activities, further enhancing the public safety element of this proposed development.

Overall, the proposal would ensure the continued safe operation of the existing car parking facility.

The NPPF identifies the provision of infrastructure as a prerequisite for achieving the economic objective of sustainable development. In addition, supporting strong, vibrant and healthy communities is required to achieve the social objective, and protecting and enhancing the environment is required to achieve the environmental objective. In particular, Paragraph 97 of the NPPF states that planning decisions should promote public safety and take into account wider security requirements by anticipating and addressing possible natural hazards including appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security.

It is considered that the Proposed Development contributes to the safety and security of the general public by providing a safe area to park motor vehicles. The use of an ANPR camera not only enforces the need for car parking payment but also provides some additional security for vehicle users whilst using the ticket machine. It is essential for achieving the objectives of sustainable development identified in the NPPF, particularly the promotion of public safety. Accordingly, it is considered that the Proposed Development is acceptable in principle to achieve economic and social objectives by promoting public safety, subject to the need to protect and enhance the environment to meet environmental objectives.

The Peak District Core Strategy and Development Management Policies identify the key priorities for development in the Peak District NPA. The Core Strategy contains several policies relevant to the proposal including an element of Policy T1 (Reducing the general need to travel and encouraging sustainable transport) which promotes modal shift to sustainable transport and reduction of traffic impact, in particular the need for demand management initiatives. Policy T3 (Design of transport infrastructure) outlines that transport infrastructure should be designed and maintained to take full

account of the characteristics of the National Park. The proposed development also supports the aims and objectives of Policy T7, the aim of which is to minimise the adverse impact of motor vehicles and managing the demand for car and coach parks.

It is considered the Proposed Development is in line with the policy objectives in the Peak District Core Strategy and Development Management Policies, as the proposal will assist with controlling demand at an existing car park and encourages modal shift to alternative sustainable modes of transport.

6.2 IMPACT ON AMENITY

The Proposed Development would not alter the number of parking spaces currently offered and would not be detrimental to the visual amenity of the residents to the west of the Site, given the equipment being installed is a minor addition to the existing car park facility. No new lighting is proposed at the site and there would be no change to the current situation and lighting levels at the site. In addition, the proposal would not increase baseline noise levels beyond those already resulting from use of the existing car park. In view of the lack of impacts on visual amenity or noise, it is considered that the proposal would not conflict with policy GSP3 and would be acceptable in terms of amenity of the local community.

To mitigate impact of any possible on-street parking on nearby properties, Yorkshire Water will continue to work with local authorities and parish councils regarding on-street parking issues. A similar approach was adopted during Covid, working with the local parish/highways department to manage parking.

It is noted that there are two residential listed properties (The Larches & Waterside Cottage) whose gardens abut the eastern boundary of the car park. However, it is considered the impact of the proposed development within the car park site would be no greater than already exists; therefore, it is considered their amenity would not be compromised. As such, the proposal accords with policies DMC5, DMC7 & DMC8.

It is considered that the proposed additional equipment required would not cause adverse impacts on visual amenity because these would be minor additions to an existing operational car park.

In terms of construction impacts on amenity, any temporary impacts would be suitably mitigated by the Contractor. Construction activities would take place during standard working hours to minimise adverse impacts on the amenity of neighbouring residents. The installation works would be managed so as not to obstruct any parking availability at the Site. Overall, it is considered that good management of the construction environment would result in the Proposed Development being acceptable in terms of policy GSP3 of the Peak District Core Strategy 2011 to 2026.

6.3 ENVIRONMENTAL CONSIDERATIONS

ARBORICULTURE

The proposed development would not affect any trees within the site. To ensure that the works do not adversely affect or undermine existing trees or require any works to trees, all works would be undertaken in accordance with BS 5837:2012 – (Trees in Relation to Design, Demolition and Construction).

ECOLOGY & LANDSCAPE

Due to the minimal scope of the work proposed, there would be no impact on the existing ecology and landscape of the area. The work would take place within the confines of the existing car park, reducing the potential for adverse ecological impacts significantly. The proposal also complies with all relevant policies listed in Peak District Core Strategy as detailed in section 5 and appendix 1 of this planning statement (Policies GSP1, GSP3, T3, DM1: Policy DMC5 DMC7 & DMC8).

CULTURAL HERITAGE

Given the limited scale and nature of the proposals and the fact that the works would be constrained to the confines of the existing car park, the proposed development would not directly affect the listed buildings (two listed residential properties on the east boundary of the site) nor would it impact upon their settings. There would be no detrimental impact on the character or appearance of the Conservation Area, ensuring its value is preserved in accordance with Policy DMC5, DMC7 & DMC8 and Peak District Core Strategy L3 (All are detailed in **Appendix 1**).

7 CONCLUSION

Planning permission is sought for:

Installation of two payment machines, a pole-mounted ANPR camera, and associated signs and infrastructure at the existing Langsett Barn Car Park, Langsett, S36 9FD

This Planning Statement has assessed material matters including the principle of development and planning policy considerations against relevant policy in both the NPPF and Development Plan.

It is considered that the proposed development has been carefully designed and located to comply with relevant adopted policies GSP1, GSP3, L3, RT1, T1, T3 & T7 as set out in the Peak District Core Strategy 2011 to 2026 as well as Policies DM1, DMC5, DMC6, DMC7 & DMC8 from the Peak District Development Management Policies (see **Appendix 1**).

In addition to the above policies, the proposed development has been designed with reference to supplementary planning document of Chapter 10 - Design Guidance Elements - Parking, from the Peak District Core Strategy.

As the car park is located within the National Park, great care has been taken to minimise the impact of the proposed works on the surrounding environment, through careful siting and use of appropriate colours.

The revenue generated as a result of this proposal would go towards supporting the management of public access to this recreational site as well as enhancing visitor experience in the area.

On this basis, it is considered that planning permission should be granted to enable Yorkshire Water to implement car parking charges at Langsett Reservoir.

APPENDIX 1- LIST OF POLICIES

PEAK DISTRICT CORE STRATEGY

Policy GSP1: Securing national park purposes and sustainable development

The policy states that, “All development shall be consistent with the National Park’s legal purposes and duty. Where there is an irreconcilable conflict between the statutory purposes, the Sandford Principle will be applied and the conservation and enhancement of the National Park will be given priority. Where national park purposes can be secured, opportunities must be taken to contribute to the sustainable development of the area”

Policy GSP3: Development management principles

The policy states that, “Development must respect, conserve and enhance all valued characteristics of the site and buildings that are subject to the development proposal. Particular attention will be paid to:

- A. impact on the character and setting of buildings
- B. scale of development appropriate to the character and appearance of the National Park
- C. siting, landscaping and building materials
- D. design in accordance with the National Park Authority Design Guide
- E. form and intensity of proposed use or activity
- F. impact on living conditions of communities
- G. impact on access and traffic levels
- H. use of sustainable modes of transport
- I. use of sustainable building techniques
- J. ground conditions including any land instability from former mining, quarrying or industrial uses
- K. adapting to and mitigating the impact of climate change, particularly in respect of carbon emissions, energy and water demand.”

Policy L3: Cultural heritage assets of archaeological, architectural, artistic or historic significance

The policy states that, “Development must conserve and where appropriate enhance or reveal the significance of archaeological, architectural, artistic or historic assets and their settings, including statutory designations and other heritage assets of international, national, regional or local importance or special interest.”

Policy RT1: Recreation, environmental education and interpretation

The policy states that, “The National Park Authority will support facilities which enable recreation, environmental education and interpretation, which encourage understanding and enjoyment of the National Park, and are appropriate to the National Park’s valued characteristics. Opportunities for access by sustainable means will be encouraged. Development must not on its own, or cumulatively with other development and uses, prejudice or disadvantage peoples’ enjoyment of other existing and

appropriate recreation, environmental education or interpretation activities, including the informal quiet enjoyment of the National Park.”

Policy T1: Reducing the general need to travel and encouraging sustainable transport

The policy states that, “Conserving and enhancing the National Park’s valued characteristics will be the primary criterion in the planning and design of transport and its management.”

- Cross-Park traffic will be deterred.
- Modal shift to sustainable transport will be encouraged.
- Improved connectivity between sustainable modes of travel will be sought.
- Impacts of traffic within environmentally sensitive locations will be minimised.
- Sustainable access for the quiet enjoyment of the National Park, that does not cause harm to the valued characteristics, will be promoted.
- Demand management and low carbon initiatives will be sought where appropriate.

Policy T3: Design of transport infrastructure

The policy states that, “Transport infrastructure, including roads, bridges, lighting, signing, other street furniture and public transport infrastructure, will be carefully designed and maintained to take full account of the valued characteristics of the National Park.”

Policy T7: Minimising the adverse impact of motor vehicles and managing the demand for car and coach parks

The policy states that, “Non-residential parking will be restricted in order to discourage car use, and will be managed to ensure that the location and nature of car and coach parking does not exceed environmental capacity. New non-operational parking will normally be matched by a reduction of related parking spaces elsewhere, and wherever possible it will be made available for public use.”

PEAK DISTRICT DEVELOPMENT MANAGEMENT POLICIES

Part 2 of the Local Plan for the Peak District National Park is the Development Management Policies (DMP) document and included Policy Map. This document guides development across the National Park alongside the adopted Core Strategy up to 2026. The DMP document was adopted on 24th May 2019.

The adopted DMP policies which are relevant to the Proposed Development are summarised below.

Policy DM1: The presumption of sustainable development in the context of National Park purposes

The policy states that, “When considering development proposals the National Park Authority will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (2012). It will work proactively with applicants to find solutions that are consistent with National Park purposes.”

Policy DMC5: Assessing the impact of development on designated and non-designated heritage assets and their settings

The policy states that, “Planning applications for development affecting a heritage asset, including its setting must clearly demonstrate: (i) its significance including how any identified features of value will be conserved and where possible enhanced; and (ii) why the proposed development and related works are desirable or necessary.”

Policy DMC7: Listed Buildings

The policy states that, “Planning applications for development affecting a Listed Building and/or its setting should be determined in accordance with policy DMC5 and clearly demonstrate: (i) how their significance will be preserved; and (ii) why the proposed development and related works are desirable or necessary.”

Policy DMC8: Conservation Area

The Policy states that applications for development in a Conservation Area, or for development that affects its setting or important views into, out of, across or through the area, should assess and clearly demonstrate how the character or appearance and significance of the Conservation Area will be preserved or enhanced.

The application should be determined in accordance with policy DMC5 and the following matters should be taken into account:

- (i) form and layout of the area including views and vistas into and out of it and the shape and character of spaces contributing to the character of the historic environment including important open spaces as identified on the Policies Map;
- (ii) street patterns, historical or traditional street furniture, traditional surfaces, uses, natural or manmade features, trees and landscapes;
- (iii) scale, height, form and massing of the development and existing buildings to which it relates;
- (iv) locally distinctive design details including traditional frontage patterns and vertical or horizontal emphasis;
- (v) the nature and quality of materials.



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