



Report of the Chief Planning Officer

PLANS PANEL EAST

Date: 13th May 2010

Subject: APPLICATION 08/03378/OT– Outline application for residential development comprising 86 flats and car parking at Knowsthorpe Crescent/ Cross Green Lane, LS9.

APPLICANT
NCO (One) Ltd

DATE VALID
6th June 2008

TARGET DATE
5th September 2008

Electoral Wards Affected:
Burmantofts & Richmond Hill

Ward Members consulted
(referred to in report)

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 following completing of a Section 106 Agreement to cover the following matters:

- Greenspace commuted sum- £147,361
- Public Transport infrastructure enhancement contribution- £28,306
- Traffic Regulation Order (Knowsthorpe Crescent/Cross Green Lane)
- Travel Plan (incl. monitoring fee- £2,500)

In the circumstances where the Sec.106 has not been completed within 3 months of the resolution to grant planning permission the final determination of the application shall be delegated to the Chief Planning Officer.

1. Time limit on outline permission
2. Submission of reserved matters
3. Reference to plans being approved
4. Details of external walling/roofing materials to be submitted
5. Details of boundary treatments to be submitted
6. Areas used by vehicles to be drained and surfaced
7. Full details of the storage and disposal of litter/ waste materials to be submitted

8. Full details of the facilities for the parking of cycles to be submitted for LPA approval
9. *Notwithstanding the submitted details contained within Drwg No.2003-192/069 RevS, no development shall take place until full details of the works required to install perpendicular parking spaces to the north-west side of Knowsthorpe Crescent (adjacent to the application site) and a pedestrian refuge (to east of site) on Knowsthorpe Crescent/ Cross Green Lane junction have been submitted to and approved in writing by the Local Planning Authority. The approved works shall be completed prior to the development being brought into use unless otherwise agreed in writing by the Local Planning Authority. Reason: In the interests of improving pedestrian access and safety.*
10. Details of the proposed methods of closing off and making good the existing access to be submitted for LPA approval.
11. Parking spaces not to be allocated
12. Protection of existing trees and other vegetation.
13. Preservation of existing trees and other vegetation.
14. Submission of landscape scheme.
15. Implementation of landscape scheme Separate systems of drainage to be used
16. Details of surface water discharges to be submitted
17. Details of on-site storage for additional run-off
18. Surface water to be passed through an interceptor
19. Contaminated land information
20. Amended remediation statement
21. Verification statement
22. Notification of LCC where unexpected contamination encountered
23. Any imported soil to be tested for contamination

Reasons for approval: The application is considered to comply with policies GP5, N4, N12, N13, N25, T2, T24, BD5 of the UDP Review, as well as guidance contained within Public Transport Improvements and Developer Contributions 2008 and having regard to all other material considerations, on balance, the City Council considers the development would not give rise to any unacceptable consequences for the environment, community or other public interests of acknowledged importance.

1.0 INTRODUCTION:

- 1.1 This application is presented to Plans Panel (East) for several reasons. Firstly, ward Cllr Richard Brett has requested that the application be brought to Plans Panel (East) and has also requested that a site visit be undertaken by Panel members. Cllr Brett is in support of development at this site because it will have regenerative effect on the area. Cllr Brett considers that Panel members visit the site to appreciate the deprived nature of the surroundings.
- 1.2 Cllr Brett also made reference to a historic City Council covenant however this covenant relates to land that falls outside the application site and is therefore not relevant to the consideration of this application.
- 1.3 In addition to the above, the Plans Panel members are advised that they determined a planning application for approval for a residential scheme at this site in 2004 (see para.4.1 of this report).

2.0 PROPOSAL:

- 2.1 This outline application seeks consent for access, appearance, layout and scale. The landscaping details are to be reserved.
- 2.2 The proposed development is to erect 4 blocks (A-D) containing 86 flats on the site. The 86 flats will comprise of 44 two bed flats; 39 one bed flats and three studio flats. Two blocks (A & B) are to front onto Cross Green Lane which are mainly 3 storey in height, utilising dormers, parapets and gables to the upper floor level. Block C elevates to a 4-6 storey height at the highway junction of Cross Green Lane and Knowsthorpe Crescent with a further block (D) elevating to a 4/6 storey height onto the Knowsthorpe Crescent frontage.
- 2.3 The vehicular access for the site is achieved between blocks A & B off Cross Green Lane. The site will provide a total of 41 parking spaces on-site (incl. 5 disabled) with an additional 20 spaces to be provided on Knowsthorpe Crescent. The proposals include various on-street improvement works (traffic island/traffic regulation order etc). Pedestrian entry gates will provide access from Knowsthorpe Crescent. 12 cycle storage spaces and 4 motorcycle spaces are to be laid out.
- 2.4 A communal landscaped amenity space is provided to the south of the application site. A perimeter area to the buildings (terrace) provide additional useable outside space for future occupants. Landscaping details are to be reserved and will be subject to a subsequent application.
- 2.5 The proposed development is of contemporary appearance with an acknowledgement to the historic character of the nearby properties. The proposal will utilise an external material palette of facing brick and render with a profiled roof membrane (dark grey).

3.0 SITE AND SURROUNDINGS:

- 3.1 The application site is a cleared site close to the highway junction of Cross Green Lane and Knowsthorpe Crescent. Works to stop up Knowsthorpe Crescent (as part of the East Leeds Link Road project) have been completed, preventing any through traffic to the south-west of the site. Cross Green Lane has traffic calming measures (speed bumps). The junction at Knowsthorpe Crescent/Cross Green Lane has recently been re-configured.
- 3.2 The topography of the application site is such that the ground slopes down from north to the south and then beyond. This affords Knowsthorpe Crescent more distant views to the south. The land to the north of the application site comprises of established two and three storey red brick terrace housing. To the west of the site lies St Hilda's Church & vicarage (now offices) (Grade II listed building). The land to the south and east is cleared and formerly industrial in character.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 07/00378/FU Multi level development in 6 blocks up to 7 storey, with 173 flats, extension to form community hall and with new access, car parking and open space to church- Withdrawn (04/05/07). This application was withdrawn by the applicant following LCC officers concerns relating to the over-development of the site.

21/188/04/FU 57 flats in 3 blocks with car parking and landscaping- Approved (16/09/04).

21/251/98/FU Two storey 50 bedroom nursing and residential care home for the elderly- Approved (18/05/98).

5.0 HISTORY OF NEGOTIATIONS:

5.1 This application follows on the back of a previously withdrawn residential proposal (Ref:07/00378/FU) at the site. That scheme was withdrawn by the applicant following planning officers concerns based on overdevelopment. Prior to the submission of the application reported to Panel today, LCC officers met the applicant's team to discuss the merits of an amended scheme which resulted in a reduction in the extent of development proposed. Extensive discussions continued through the course of the application process concerning physical changes to the development and more latterly the level of financial contributions to be offered. The changes are summarized below:

- The scale of development has been reduced, from the originally proposed 128 flats to 86 flats.
- The application boundary has been reduced in area as a portion of the site to the west of the site has been deleted from the scheme.
- The reduction of the application site necessitates the removal of a residential block (E).
- lowering height of Block D.
- Alterations to the elevations to reflect the scale of properties along Cross Green Lane.
- Alterations to the roofscape; use of flat gables/pitched roofs, introduce predominance of facing brickwork, alter fenestration.
- Negotiations focusing on the level of affordable housing and greenspace to be provided culminating in the submission of a viability appraisal to justify nil affordable housing provision.

6.0 PUBLIC/LOCAL RESPONSE:

6.1 8 site notice displays were posted dated 30th June 2008. The application was advertised in the Leeds Weekly News on 3rd July 2008.

6.2 6 letters of representation received stating objection to the proposed scheme. The objections received were based on the following grounds:

- Increase in number of flats (from previous permission) impact immediate area- insufficient parking, increased traffic (+ impact of Link Road), safety, displace parking for Cross Green Lane residents.
- Concern properties bought to let & will remain empty- may be vandalised.
- 6/7/8 storey- too high, loss of light-need to keep lights on during day, crime rate/anti-social behaviour increase, overshadow church & vicarage.
- Too many flats, not in keeping with surroundings.
- Damage to urban wildlife.
- Noise pollution (e.g. vehicles/cars doors slamming).
- Excessive damage to surrounding buildings/facilities- due to heavy vehicles entering/leaving the area.
- High winds created by high rise buildings.
- Development served by no amenities within walking distance (no post office; no community centre; nowhere for the young/old to meet; no library; only one bus an hour).
- Development should be 3-4 storey & make owner-occupied only.

- 6.3 1 letter of representation was received expressing support for the proposed development commenting that:
- Land as it stands is an eyesore and a dumping ground.
- 6.4 A further 8 site notice displays were posted dated 1st September 2008 to advertise the proposal's affect on the setting of a listed building. 6 further letters of objection were received. These objectors had previously commented on the application and raised no additional issues to those already set out above.
- 6.5 An additional 8 site notice displays were posted 3rd November 2008 advertising revisions to the submitted proposals indicating the reduction of the number of flats proposed (86 flats). 1 further letter of objection was received. This letter was sent in by a previous contributor and raised no new issues to those set out above.
- 6.6 In March 2009, a further 24 letters of representation were received. These letters expressed support for the proposed development and cited the following factors as positive aspects:
- Development would kick-start regeneration of Cross Green Village.
 - The site is an eyesore; development will enhance community/ develop community spirit/ optimism of area.
 - A complimentary development alongside existing housing.
 - Development will result in construction jobs/ bringing employment.
 - Increase takings for local shops/businesses/ boost housing market/economy; attract more services.
 - People choose to live here rather than being placed.
 - Development will result in contributions to greenspace and public transport and will improve highways.
 - The site is brownfield land.
 - The proposal has community/ward member support.

7.0 CONSULTATIONS RESPONSES:

Statutory:

- 7.1 Yorkshire Water comments dated 29th July 2008. Conditions suggested requiring separate foul/surface water drainage and details of means of disposal of surface/foul water and the provision of an interceptor from parking areas.

Non-statutory:

- 7.2 West Yorkshire Archaeology Advisory Service comments dated 9th July 2008 stating that there are no below ground archaeological implications.
- 7.3 Land Contamination comments dated 9th July 2008. No objections to planning permission being granted subject to conditions requiring the submission of a site investigation report, remediation statement and verification report.
- 7.4 Neighbourhoods & Housing comments dated 7th July 2008. No comments.
- 7.5 Metro comments dated 23rd July 2008. Requested contribution to upgrade existing bus stop along Cross Green Lane to a shelter providing real-time information displays.

- 7.6 Mains Drainage comments dated 13th August 2008. No objections to the proposal but conditions suggested restricting balancing flows and the on-site storage provided as well as requiring details of the surface water discharge. The applicant is to be informed that infiltration drainage in this location is not a feasible option.
- 7.7 Highways comments dated 21st July 2008. Objections raised against the submitted proposal, based on the following grounds: insufficient parking provision; inadequate parking layout (incl. disabled spaces); need commitment to maintain communal parking areas in perpetuity; requirement for traffic island on Knowsthorpe Crescent/Cross Green Lane junction; S278 Agreement required to facilitate off-site highways works; clarification required of the refuse/cycle storage arrangements; need for financial contributions towards public transport infrastructure/ bus stop facility and East Street corridor.

Revised comments on latest proposal for 86 flats dated 11th November 2008. The proposed parking ratios are now acceptable subject to a condition stipulating that these are unallocated; site access onto Cross Green Lane to achieve 2.4m x 90m sightlines; on-street parking to south-east side of Knowsthorpe Crescent not included in overall parking provision; developer to fund pedestrian island; off-site highways works to include forming of perpendicular parking areas on north-west side of Knowsthorpe Crescent and a Traffic Regulation Order (TRO) for waiting restriction at junction and Knowsthorpe Crescent turning head; developer to commit to a deferred TRO if parking problems arise in future; requirement for a travel plan; financial contribution towards public transport infrastructure/ bus stop facility and East Street corridor; clarification sought on bin collection arrangements; developer to close redundant access points, restoring kerbs and footways.

E-mail dated 13th November 2008 confirmed that no further signal assessment works are required in respect of this application.

Memorandum dated 30th March 2009 advising that the submitted Travel Plan document is considered acceptable.

8.0 PLANNING POLICIES:

- 8.1 The development plan comprises the Regional Spatial Strategy to 2026 (RSS) and the adopted Leeds Unitary Development Plan (Review 2006). The RSS was issued in May 2008 and includes a broad development strategy for the region, setting out regional priorities in terms of location and scale of development. However, the RSS is a strategic planning document, used to inform more detailed policies at a local level. The application site is not allocated within the City Council's Unitary Development Plan (UDP) however the following policies are considered to be of relevance:

Policy GP5 requires development proposals to resolve detailed planning considerations.

Policy N2 defines a hierarchy of greenspaces.

Policy N4 requires that appropriate access to green space is available to residents.

Policy N12 states that developments should respect the fundamental priorities for urban design.

Policy N13 states that new buildings should be of high quality and have regard to their surroundings.

Policy N25 states that boundaries of sites should be designed in a positive manner using walls, hedges, or railing where appropriate to the character of the area.

Policy T2 refers to new development and highways.

Policy T2d requires developer contributions/enhancements to public transport accessibility.

Policy T7a refers to secure cycle parking guidelines.

Policy T24 refers to car parking guidelines.

Policy H4 deals with proposals for housing on land not specifically identified for that purpose in the UDP.

Policy H11 states that the Council will negotiate with developers to provide and maintain an appropriate proportion of affordable housing.

Policy H12 states that the Council will negotiate the proportion and type of affordable units on individual sites, in the context of an appraisal (extent and nature of need) and characteristics of site.

Policy H13 requires applicants to demonstrate that the retention of the affordability of the units can be maintained in perpetuity.

Policy BD2 requires the siting and design of new buildings to compliment and, where possible, enhance existing vistas, skylines and landmarks.

Policy BD5 refers to the design of new buildings giving consideration to own amenity and surroundings.

Policy LD1 requires the submission of a landscape scheme to compliment, and where possible, enhance the quality of the existing physical environment.

Supplementary Guidance:

Neighbourhoods for Living: A guide for residential development in Leeds (Dec 2003).

Greenspace relating to new housing development (SPG4, 1998).

Affordable Housing (SPG3, Revised April 2008).

Street Design Guide (Aug 2009).

Public Transport Improvements and Developer Contributions (Aug 2008)

Travel Plans (Draft, 2007)

Relevant national planning guidance:

Planning Policy Statement 1: Planning for Sustainable Development

Planning Policy Statement 3: Housing

Planning Policy Guidance 13: Transport

Planning Policy Statement 5: Planning for the Historic Environment

9.0 MAIN ISSUES

- Principle of development
- Impact on character and appearance
- Impact residential amenity
- Highways implications
- Financial contributions
- Other matters

10.0 APPRAISAL

Principle of development:

- 10.1 National planning guidance (PPS3: Housing) advises of a presumption in favour of the reuse of previously developed land within urban areas before greenfield sites are developed. This application site formerly contained a school and is considered to be previously developed land. Members will note from the history section within this report, that planning permission was granted at this site for the erection of 57

flats in 2004 (21/188/04) however this permission was not implemented and the permission has now lapsed.

- 10.2 The proposed development will result in the re-use of a derelict, vacant site within an established urban area of Leeds. The site is located to the southern side of a residential estate comprising terraced houses. A range of local facilities such as local shops, schools, a park, places of worship are identified within walking distance of the site and bus services provide links to the city centre and other district centres.
- 10.3 In broad planning policy terms, this residential proposal is considered acceptable in principle unless other material considerations indicate otherwise and these considerations are detailed in the appraisal below.

Impact on character and appearance:

- 10.4 To the Cross Green Lane frontage, the proposed development is of equivalent height and maintains the linear arrangement of the terrace properties opposite. The frontage buildings will be positioned approximately 18-19.5m away from the terraces opposite, a distance that is commensurate to the distance that exists between terrace houses on other nearby streets. The properties are designed with dormers, parapets and gables positioned above the eaves level to respond to the appearance of the properties opposite and give the impression of a lesser overall height.
- 10.5 The highest points of the scheme are located to the eastern end and to the south of the site, on the Knowsthorpe Crescent frontage which are positioned away from existing residential properties. The land to these sides is more open and therefore it is considered justifiable to introduce buildings of greater height and massing in this context. It is acknowledged that the proposal's relationship to the adjacent St Hilda's church site is important. When viewed from the south the higher building located at the junction of Knowsthorpe Crescent and Cross Green Lane creates a bookend effect, balancing with the mass of the St Hilda's Church present to the opposite end of Cross Green Lane.
- 10.6 The proposed development adopts a more traditional approach to the public fronting elevations, reflecting existing buildings coupled with a more contemporary approach to the internal facing elevations. The proposal incorporates architectural features of surrounding properties with pitched roofs (dark grey) and a horizontal emphasis, brick gables, use of facing brickwork and rectangular dormer windows to reflect the surrounding properties. As such, the proposed development is considered to be complementary to its setting and warrants officer support.

Impact residential amenity:

- 10.7 The application site is isolated from other residential properties apart from along its northern boundary on to Cross Green Lane. As such, the relationship between the proposed development and the residential properties along Cross Green Lane is important. Beyond the site itself, the land to the east and south is vacant and to the west stands the church and a former vicarage building which is now in use as offices. Therefore, concerns relating to distances to site boundaries relating to overlooking are not considered as critical.
- 10.8 To Cross Green Lane, the proposed development is influenced by the existing character and reflects the grain of the immediate properties being approximately 18-19.5m from the dwellings opposite. The separation distance between proposed and existing dwellings will safeguard amenities in terms of over-dominance and overshadowing and are not considered to be adversely harmful to their residential amenity. The taller elements of the development are to be positioned further away

and in the case of Block D positioned at a lower ground level which coupled with its location behind the immediate frontage buildings will not be readily visible at street level.

Highways implications:

- 10.9 The proposed development is to provide parking within a central courtyard (33 spaces), through undercroft parking (8 spaces) as well as perpendicular parking off Knowsthorpe Crescent (20 spaces). The parking provision also includes disabled parking bays. The total provision is at a ratio that satisfies the City Council's car parking guidelines. Vehicular access to the site is to be achieved via Cross Green Lane. Pedestrian accesses are also proposed with two further points of access from Knowsthorpe Crescent.
- 10.10 The applicant's transport assessment demonstrates that the city centre, employment and community facilities are within walking distance of the site and identifies that the application site is well served by public transport. The application site lies within 400m of 11 bus stops. Nearby bus services (No.61 & 62) both operate 2 times an hour (Mon-Fri) linking the site to both the city centre and other district centres. Furthermore, the applicants' Travel Plan document promotes measures to ensure that users of the development are offered a choice of travel modes to and from the premises. This document and the requisite monitoring fee (£2,500) is to be secured through s106 agreement.
- 10.11 The proposal will include off-site highways works. The re-designed highway junction at Knowsthorpe Crescent/Cross Green Lane will be supplemented with the installation of a traffic island which will improve pedestrian links to and from the site from the east. Perpendicular parking bays are also to be laid out along Knowsthorpe Crescent and existing access points are to be re-instated as footway. Such off-site highways works are to be secured through the imposition of an appropriate Grampian condition.
- 10.12 A Traffic Regulation Order is to be put in place, for waiting restrictions in the vicinity of the new highway junction and the turning head to the stopped-up end of Knowsthorpe Crescent. This would be facilitated via a section 278 Agreement. In addition, a mechanism to secure a deferred Traffic Regulation Order and an agreed contribution to public transport provision could be dealt through a section 106 agreement should the proposal meet planning approval.
- 10.13 Overall, the point of access, layout and level of parking provision is considered acceptable and the proposal is not considered to be detrimental to the free and safe operation of the highway network.

Financial Contributions:

- 10.14 Affordable Housing: Residential developments of 15 or more units are required to make provision for affordable housing. This proposed scheme of 86 flats is assessed to provide affordable housing at a rate of 15%, equating to a total of 12 units (to be a proportionate mix of flats).
- 10.15 In 2004 planning permission for 57 flats was granted at this site (Ref:21/188/04/FU). At that time no affordable housing was requested as the relevant supplementary planning guidance advised that areas where there are existing high vacancy levels, low housing demand and low house prices, provision of affordable housing would not be required. Members are provided with the following extract from the relevant Plans Panel report: *'there are existing high vacancy levels in the Ward and in the Glensdales area, there is low demand and very low prices. The Council's*

Supplementary Guidance advises that in such locations, there would be no requirement for affordable housing to be provided. It is considered that the provision of a wholly owned scheme would provide a more mixed and balanced community within the Ward.'

- 10.16 Since 2004, however, the affordable housing policy position has been refined and a need for affordable housing exists across the city. Moreover, there is a statutory requirement to have local policies that provide for affordable housing and that current policy and methodology should be applied.
- 10.17 The current local policy guidance requires that this latest 86 flat proposal provides 12 affordable units to be incorporated within the development. However, the applicant claimed that they were unable to meet these requirements on grounds of economic viability. In such circumstances, the applicant can attempt to demonstrate, through the submission of a financial appraisal, that the development value of the scheme would be insufficient to cover the full affordable housing provision. To this end, the applicant prepared and submitted a financial appraisal for consideration by the local planning authority. The appraisal submitted detailed alternative scenarios which included variations to the full and partial contribution to affordable housing provision as well as factoring in the public transport enhancements and greenspace contributions requested.
- 10.18 The financial appraisal was assessed by a City Council surveyor to test the robustness of the applicant's evidence. In broad terms, the City Council surveyor concurs with the view advanced by the applicant that it is not viable to deliver affordable housing on this scheme at the current time and as such the submitted appraisal supports the applicant's stated position and justifies the waiving of the need to provide affordable housing provision within the development proposal. The analysis provided by the applicant was consistent with the preliminary findings of a financial modelling exercise currently being undertaken that is showing that the delivery of residential schemes with or without a requirement to provide affordable housing within the City Centre and inner areas is not viable in the current market. Overall, it is considered that in view of the tight economic margins of the submitted development, the financial contributions secured appears to be the best that could be expected and these are referred to below.
- 10.19 Greenspace: Residential developments of 10 or more units are requested to make some provision for green space enhancement, whether this be on-site or off-site. In this case, given the limitations in site area, such provision is to be proposed off-site and realised through a commuted sum. The proposed scheme generates a greenspace contribution requirement of £172,767.98.
- 10.20 The applicant has tabled an offer of £147,361 towards greenspace enhancements arguing that due to viability factors they are unable to meet the full greenspace figure. Whilst there does not exist a mechanism to waiver greenspace contributions on balance of viability the applicants request that matters of financial benefits to the community and that of the regeneration benefits to the wider Cross Green area have a bearing on the overall planning assessment. It is considered that although the level of contribution is substandard when assessed against current guidance, the sum offered could be directed towards and facilitate greenspace improvements within the Cross Green area. The locality comprises generally of high density housing and there is no shortage of need for investment to upgrade existing nearby greenspace sites. In addition, given the low-value, high occupancy nature of the surrounding properties and the prevailing poor economic market conditions (as

evidenced within the financial appraisal) the proposal has the potential to have a positive regeneration impact on this locality.

- 10.21 **Public Transport:** The proposed redevelopment will have a travel impact and under the terms of SPD guidance a contribution proportionate to the travel impact of the scheme is required towards the cost of providing the strategic transport enhancements which are needed to accommodate additional trips on the network. In this instance, the applicant has agreed to pay a contribution of £28,306 towards public transport enhancements. This payment is to be secured through a s106 agreement.

Other matters:

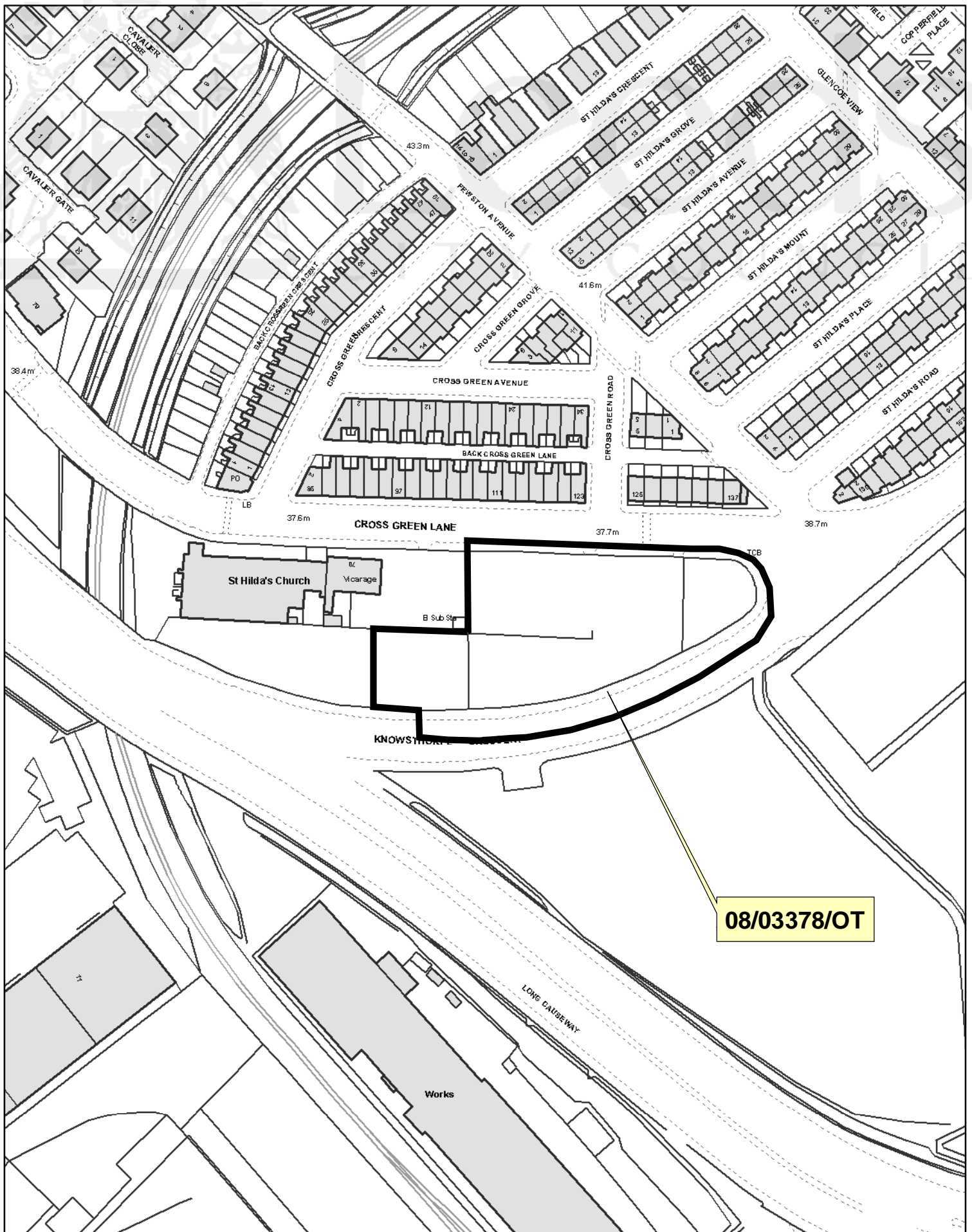
- 10.22 In respect of drainage matters, the applicant is advised that infiltration drainage is not a feasible option and attenuation/on-site storage required to control the discharge of surface water. Such details of drainage works shall be submitted to the Council for approval. These matters could be adequately addressed through planning condition.
- 10.23 Turning to contaminated land issues, a report prepared in 2004 has been viewed and although there are concerns in respect of the site investigation document as the application is in outline form it is deemed appropriate to address these matters by planning condition.
- 10.24 At the initial notification of the application, a number of residents raised concern about the development and these concerns are detailed within para.6.2-6.5 of this report. However, subsequent letters of representation received (detailed in para.6.6) now express support for this proposal on the basis that the development will encourage regeneration in the area and provide a boost to the local economy. 5 of the 24 residents expressing support had previously raised objections to the proposal.

11.0 CONCLUSION:

- 11.1 The scale, layout and appearance of the development is considered to respect its surroundings and is not considered to compromise the residential amenity of nearby residents. The applicants have agreed to make off-site highways improvements and contribute to public transport enhancements and the proposal is not considered to be detrimental to highway safety. In light of the financial appraisal, the nil provision of affordable housing is considered justified. Whilst the financial contribution towards greenspace is below the sum originally requested the applicant has asked, in mitigation, that the positive regenerative impacts of developing this site and bringing it back into use (a view supported by 24 residents and a local ward member) means that, on balance, the offer of £147,361 towards greenspace and £28,306 towards public transport enhancements can be viewed positively and this application can be taken forward on this basis. Accordingly, the application is recommended for approval.

12.0 BACKGROUND PAPERS:

Application file 08/03378/OT.
Applicant served notice dated 6th June 2008.



EAST PLANS PANEL

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Scale 1/1500

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