



Report of the Chief Planning Officer

PLANS PANEL EAST

Date: 1st December 2011

Subject: Application 11/03202/FU – Variation of condition 8 (off-site highways works) to application 10/04815/FU (new retail store to former garage site) to remove requirement for new zebra crossing at 700-702 King Lane, Moortown, LS17 7AW.

APPLICANT

Mr Richard Weatherhead

DATE VALID

2nd August 2011

TARGET DATE

27th September 2011

Electoral Wards Affected:

Alwoodley

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: REFUSE for the following reason:

The proposed zebra crossing is a fundamental part of a package of traffic management measures to mitigate the effects of the proposed retail store at 700-702 King Lane, Moortown. In the absence of the provision of this pedestrian crossing on King Lane, it is considered that the proposed development would fail to provide an appropriate access for pedestrians and would be detrimental to highway and pedestrian safety. The development is therefore considered to be contrary to policies GP5, T2, T5, T6 and T24 of the Leeds Unitary Development Plan Review 2006 and the guidance in the Street Design Guide SPD, Manual for Streets, Manual for Streets 2 and PPG13.

1.0 INTRODUCTION:

- 1.1 This application is reported to Plans Panel at the request of Councillor Harrand on the basis that the proposed variation to the condition has the support of the Parish Council, Ward Councillors and the majority of local people. Councillor Harrand has also requested a site visit.

- 1.2 Permission was granted in April 2011 for a detached retail store and car parking to the site of a former garage and petrol filling station at 700-702 King Lane in Moortown, following a resolution by Plans Panel on 17th March 2011 to grant permission for the development. The permission was subject to a number of conditions relating to deliveries, parking and highway safety, including a requirement for the provision of a second zebra crossing on King Lane to the south of the site, with Traffic Regulation Orders (TROs) to prevent parking/waiting within the vicinity of the site.
- 1.3 Permission is now sought to vary the wording of one of these highways conditions (condition 8) to delete the requirement for the provision of a second zebra crossing on King Lane. The applicant has advised that they do not feel that a second zebra crossing would be necessary and that they do not feel that it relates to the concerns which were raised during the previous application regarding parking or service vehicles.
- 1.4 Works are now at a relatively advanced stage on site, despite none of the pre-commencement conditions on the planning permission having been discharged, and enforcement investigations are currently underway in relation to this breach of conditions and damage which has been done to an on-site tree which is protected by a Tree Preservation Order (TPO).

2.0 PROPOSAL:

- 2.1 Permission is sought to vary the wording of condition 8 of planning permission 10/04815/FU which granted permission for a part two storey, part single storey retail store and 12 parking spaces at 700-702 King Lane. Condition 8 of planning permission 10/04815/FU is worded as follows:
- “Details of traffic management measures and pedestrian improvements to King Lane shall be submitted to and approved in writing by the Local Planning Authority. The measures shall include the re-instatement of redundant dropped crossings between the bus shelter (to the north) and the bridge (to the south), a new zebra crossing (including any widening / adjustment works required) and Traffic Regulation Orders, including signage. No part of the development shall be brought into use until the approved measures have been implemented, unless otherwise agreed in accordance with a scheme of phasing to be approved by the Local Planning Authority. In the interests of interests of highway safety.”*
- 2.2 The current planning application proposes to delete the requirement to provide what would be a second zebra crossing on King Lane in the proximity of the site, sited approximately 90m south of the existing crossing.
- 2.3 The applicant has advised that they feel the required crossing would be ‘totally unnecessary’, and that they do not feel that it relates in any way to the concerns regarding parking and service vehicles that it was intended to overcome. A supporting statement submitted by the applicant advising that, following discussions with Ward Members and the Parish Council, they feel that the money would be better spent on repainting the existing crossing and carrying out improvements to the neighbouring shopping parade such as the provision of planters and replacement of damaged bollards. (It should be noted that the applicant’s suggestion that the money be spent elsewhere could not be supported by officers as these works would not meet the tests in Circular 11/95 for conditions or in the Community Infrastructure Levy (CIL) Regulations for Section 106 Agreements. This issue is discussed in more detail in the appraisal section).

- 2.4 A highways statement has been submitted with the application which refers to accident data from King Lane, including a discussion of 4 specific cases, and states that the majority of accidents in this area in the last 5 years 'are generally as a result of driver error rather than a design issue with the geometric layout of the local highway network.' On the basis of this analysis, the statement concludes that the four accidents referred to would not have been prevented by having a second zebra crossing and that the accident data does not warrant the provision of this pedestrian facility.
- 2.5 The submitted highways statement also raises concerns regarding the proximity of the proposed crossing to the existing crossing on King Lane further to the north, and that it could have a detrimental impact on safety by increasing delay to drivers, causing frustration and making them less likely to give way to pedestrians at the second crossing they encounter. They also raise concerns that the proposed new crossing would encourage people to walk along the western side of King Lane, part of which has no formal pedestrian footway, only a narrow path leading across the greenspace to Buck Stone Drive to the south west, and that the existing crossing is in a better position to provide pedestrian access from the Buck Stones Area to the west.

3.0 SITE AND SURROUNDINGS:

- 3.1 The application relates to the site of a former garage/petrol filling station which had been vacant for some time and had fallen into disrepair. These buildings have now been demolished and works have commenced to implement the permission which was granted earlier this year for a retail store.
- 3.2 The site is open to the King Lane frontage, and is enclosed by mature and semi-mature trees and vegetation along its eastern boundary and alongside the beck which runs alongside the southern boundary.
- 3.3 The site is located to the south of a parade of shops which extends along King Lane to either side of The Avenue. The units immediately to the north, on the southern side of The Avenue, are housed within two storey brick buildings, whilst those on the northern side of The Avenue are located in a larger three storey white render building with flats on the upper floors. The area to the east is predominantly residential in character and includes detached and semi-detached properties of a mid to later 20th century appearance. A belt of trees runs immediately to the south of the site, alongside the beck, with a late 20th century flat-roofed flats development further to the south. The land on the opposite side of King Lane is open and forms a relatively large area of public greenspace with some small woodland areas, with mid-20th century housing on the Buck Stones development further to the west. There is an existing zebra crossing located on King Lane, immediately to the south of the junction with The Avenue.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 The first application for the erection of a retail store on this site was withdrawn in June 2010 as a result of highway safety concerns (application 10/01566/FU). Further to the withdrawal of this application, pre-application discussions took place before the submission of application 10/04815/FU in October 2010.
- 4.2 Further discussions took place during the course of this second application, involving highways, traffic management and road safety officers, and the scheme

evolved to a point where, although very finely balanced, it was considered that the scheme was acceptable, subject to conditions requiring a parking/servicing management plan, signage at the entrance to and exit from the site, and a number of off-site highway works, including the second zebra crossing and TROs to provide additional waiting restrictions on King Lane to prevent on-street parking.

- 4.3 The second application was reported to Plans Panel in March 2011, where Members discussed, amongst other things, the reasons for the additional pedestrian crossing and the benefits that this would bring, in conjunction with the other measures, in terms of mitigating the safety concerns that had been raised by highways officers. Members resolved to approve the application subject to conditions covering a variety of highways matters, including the provision of the pedestrian crossing and TROs/waiting restrictions, a car park/servicing management plan, signage at the entrance to and exit from the site, and the provision of bollards along the northern boundary to prevent vehicles from 'rat running' along the parade in trying to avoid queuing at the nearby junction. The decision was issued on 7th April 2011.
- 4.4 An application for signage for the new store is currently under consideration (application 11/04149/ADV), and a request to discharge a number of the conditions on the approved application has been received. However, works have progressed to an advanced stage on site without a number of the conditions being discharged, and damage has been done to a TPO tree. Investigations regarding these matters are ongoing.
- 4.5 An outline application for residential development on the site was approved in February 2007 (application 06/03311/OT). All other planning history for the site relates to its former use as a garage.

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 The approval of the previous application followed the withdrawal of an earlier scheme on highway safety grounds, and extensive discussions with highways, traffic and road safety officers, which culminated in the 'package' of highway safety measures which were included in the conditions on the approval, including the zebra crossing. Highways officers advised during the course of the previous application that the merits of the case were very finely balanced, and that the proposals would not be supported without these measures.
- 5.2 Following the approval of planning application 10/04815/FU Alwoodley Parish Council contacted Highways by email on 15th and 18th of April expressing concerns about the introduction of a second Zebra crossing. Highways responded to these emails explaining the reasons for the planning conditions.
- 5.3 On the 31st May Councillor Harrand wrote to the Chief Officer Highways and Transportation raising his own concerns with the second Zebra crossing. A detailed response was provided on 8th June and subsequent meetings and correspondence have occurred during which the possibility of removing the existing crossing facility and replacing it with a new facility on the site frontage have been explored. This proposal has been considered by the Traffic Section and the Road Safety Section and discounted on highway safety grounds. The Traffic Section and Road Safety Section remain supportive of the scheme to provide a second Zebra crossing approximately 90m south of the existing crossing.

5.4 Most recently Alwoodley Parish Council contacted the Chief Officer Highways and Transportation, by email dated 9th November, requesting that a representative of the highway authority carry out a site meeting at the proposed location. The Traffic Engineering Manager for the city met with representatives of the Parish Council on 11th November. The Traffic Engineering Manager has no objections to the proposed siting of the second Zebra crossing commenting that there are numerous examples, not only within Leeds, of crossing in close proximity that operate satisfactorily.

6.0 PUBLIC/LOCAL RESPONSE:

Ward Members

6.1 Councillor Harrand has advised that the proposed variation to the condition has the support of the Parish Council, Ward Councillors and, as far as he can establish, 90% of local people, and has requested that the application be reported to Plans Panel for a decision in the event that officers are minded to refuse it.

Alwoodley Parish Council

6.2 The Parish Council have advised that they welcome and support the application to remove the requirement for a second Zebra crossing.

6.3 Further comments have been received from the Parish Council following a meeting held on site between them and the Council's Traffic Engineering Manager, when the potential location for the proposed second crossing was discussed. They have advised that they still support the application to remove the requirement for this second crossing on the following grounds:

- At only 90m from the existing crossing, could be more dangerous than a single crossing. May cause confusion and irritation to motorists.
- Restricted visibility for cars travelling south when passing buses at the bus stop and cars travelling north as crossing position appears to be in a dip and close to a dangerous junction with King Drive.
- No benefit to majority of pedestrians in the area. The only benefit would be to residents of the Buck Stones estate, which represents a very small fraction of the people who would visit the store. There is already a path leading from this estate to the existing crossing, and during the 30 minute meeting with the Traffic Engineering Manager on site, not one pedestrian crossed the road from the Buck Stones Estate.
- Obviously the proposed Tesco store would bring more people to the parade, but highways have not carried out a survey and are anticipating demand rather than waiting to see if there is an actual demand. Parish Council suggest that requirement for a second crossing could be deferred for 12 months so that the effect on traffic and pedestrians can be fully assessed.
- Parish Council agree with the findings of the applicant's highways statement insofar as there have not been any accidents at the proposed location of the zebra crossing and there is no problem with pedestrians crossing King Lane at this location, and the causation of all recorded accidents near the site does not warrant the provision of a new zebra crossing.

Other public response

6.4 The application has been publicised by site notice posted on 12 August 2011. One local resident has written in support of the application, advising that they object to the requirement for a second zebra crossing to be installed for the following reasons:

- There is already a pedestrian crossing virtually opposite the proposed store, with good access to pedestrians from both sides of the road.
- There are already 5 pedestrian or light-controlled crossings between The Avenue and the Sainsbury's store on the Ring Road to the south.
- An additional crossing will add to traffic congestion by causing vehicles to stop/start.
- It is generally acknowledged that vehicles stopping and starting causes more pollution.

7.0 CONSULTATIONS RESPONSES:

Statutory

7.1 None.

Non-statutory

Highways

- 7.2 Object to the proposal to delete the requirement for a second zebra crossing. A previous application for a similar retail development at the site (ref: 10/01566/FU) was withdrawn following a highways objection to the scheme on the grounds of an inadequate site access, servicing and car parking provisions. Planning application 10/04815/FU was a follow up application for broadly the same development. However, the initial resubmission did not satisfactorily address the highway concerns. The measures outlined in the condition which the applicant now seeks to vary were subsequently agreed following protracted discussions with the developer and they are still considered necessary to help mitigate the longstanding highway concerns.
- 7.3 The condition in question includes measures to improve accessibility to the site by people on foot and address safety concerns. As such, the condition is in full accordance with the aims and objectives of PPG 13, which seek to promote accessibility by public transport walking and cycling and reduce the need to travel, especially by car. It is essential that condition 8 of approval 10/04815/FU is retained to improve pedestrian accessibility from the local area, improve road safety conditions, and to help mitigate the impact of parking and servicing associated with the new retail store.
- 7.4 The highways statement submitted by the applicant has been considered, however whilst the comments in the statement are noted, the conclusions are not agreed with, and this document does not change the view that the zebra crossing is required in the interests of highway safety, and should be provided as part of the scheme. The proposals would not be acceptable without traffic management measures, of which the provision of this pedestrian crossing is a fundamental part. The councils Traffic Section and Senior Road Safety Officer have been consulted on the proposals. They have commented that the introduction of a second zebra crossing in the vicinity of King Drive would provide a safe pedestrian link from the Buck Stone Drive area and beyond to the new proposed store, whilst also retaining the existing pedestrian crossing facility to serve The Avenue, the bus stops and the playground. The two crossing facilities would serve to reduce the speed of vehicles through this busy section of King Lane which, the Traffic Section have been informed by the Police, has reported 700 speeding violations in the first 5 weeks of mobile speed cameras enforcement. By implementing a second zebra crossing this would improve pedestrian links from the Buck Stone Drive residential area to the shopping area and would also serve to reduce vehicles speeds through this popular commercial area.

Therefore it is recommended that the proposed amendment to condition 8 be refused.

8.0 PLANNING POLICIES:

Development Plan

8.1 The development plan includes the Regional Spatial Strategy to 2026 (RSS) and the adopted Leeds Unitary Development Plan (Review 2006) (UDP). 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. In view of the relatively small scale of this proposal, it is not considered that there are any particular policies which are relevant to the assessment of this application.

8.2 The site is unallocated in the UDP. The following UDP policies apply to the consideration of this application for the variation of a condition relating to highways issues:

GP5 – General planning considerations

T2 – Highway safety

T5 – Provision of adequate facilities for pedestrians and cyclists as part of new development proposals

T6 – Provision of appropriate access facilities for disabled people

T24 – Parking requirements

Relevant Supplementary Planning Documents (SPDs)

8.3 Street Design Guide SPD

Government Planning Policy Guidance/Statements

8.4 PPS1 – Delivering Sustainable Development

PPG13 – Transport

Manual for Streets

Manual for Streets 2

Circular 11/95 – Use of Conditions in Planning Permission

9.0 MAIN ISSUES

9.1 The main issue to consider is the impact of the development on highway safety if the requirement for a second zebra crossing on King Lane were to be deleted from the conditions.

10.0 APPRAISAL

10.1 The approval of the previous application followed the withdrawal of an earlier application on highway safety grounds and a period of extensive discussions regarding the proposals, throughout which highways officers consistently reiterated their concerns regarding the impact of the development on highway safety. The main concerns raised in this respect arose from the number of parking spaces proposed, which falls below recommended levels of parking provision, and the servicing arrangements, which would result in a number of the approved parking spaces being obstructed during delivery periods thereby further reducing the availability of parking at the site, as well as the layout and conditions on King Lane itself. It was considered that, as a result of these aspects of the proposals, the development would lead to potentially hazardous conditions, vehicle movements and additional parking on King Lane, which would detract from highway and, in particular, from pedestrian safety.

- 10.2 The discussions held during the course of the previous application culminated in a suggestion that on-street parking could be mitigated and pedestrian and highway safety improved through the provision of a second pedestrian crossing on King Lane to the south of the site and the provision of parking and possibly loading restrictions on King Lane through Traffic Regulation Orders (TROs), together with other measures such as improvements to footways, a servicing management plan and signage within the site. The proposed pedestrian crossing is considered to be an integral part of this 'package' of highway safety measures without which, as highways officers consistently advised during the course of the previous application, the proposed development would not be considered acceptable. It is considered that the crossing would modify drivers behaviour and reduce speeds as well as alerting drivers to the possible presence of vulnerable road users on a length of King Lane that has reduced forward visibility complicated further by the bus lay-by, and the activity that would be associated with the new store, on the inside of a curve in the road and where speeding vehicles have been observed by officers and the police.
- 10.3 The Council's Street Design Guide SPD identifies a 'user hierarchy' for streets with pedestrians at the top and motor vehicles at the bottom, and advises that the consideration of development proposals should emphasise the access requirements of pedestrians, including disabled people, the elderly and children, above those of all other road users. National planning policy guidance in PPG13 advises that, when considering planning applications for new development, local planning authorities should 'ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking and cycling,' and 'give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses.'
- 10.4 The key function of the proposed second crossing would be to provide a safe access for pedestrians wishing to access the site from the south, and in particular the residents of the Buck Stones estate to the south west. These residents would otherwise have to walk further north beyond the site to access the existing pedestrian crossing close to the junction with The Avenue, only to walk south again to reach the store. In reality, it is likely that the majority of pedestrians seeking to access the development from this area would follow a more direct route which would necessitate their crossing King Lane further to the south, close to a bend in the road. Whilst it is noted that such pedestrian movements are likely to take place at present, the proposed development is likely to increase the number of people visiting the shopping parade and therefore the numbers of people wishing to cross King Lane at this point, as well as introducing additional car and service vehicle movements into this area, making crossing the road in this area even more hazardous, particularly if visibility for drivers and pedestrians were to be decreased further by on-street parking as a result of the development. In the light of this, it is considered that there is a clear requirement for the pedestrian safety improvements that the second pedestrian crossing would bring, and that in the absence of a second crossing to provide such improvements, the proposed development would be detrimental to pedestrian safety and fail to provide an appropriate access for pedestrians as required by UDP policy T5.
- 10.5 In addition to the benefits provided by the second crossing in terms of providing improved pedestrian access to the site, this facility would provide a number of other benefits which would complement the other highway safety measures proposed as part of the scheme. The introduction of a second crossing point would also be of benefit to pedestrian safety by serving as a traffic calming measure, causing drivers

arriving from the south to slow down upon approaching the site and the shopping parade to the north, and drivers coming from the north to maintain a lower speed whilst driving along the parade and past the site from the existing crossing close to The Avenue junction. The presence of the zebra crossing, particularly along this stretch of King Lane where the site is on the inside of a curve in the road, would be an obvious visual clue of the increased activity that the development would bring about. There is a record of speeding problems within the vicinity of the site, and figures from the police/traffic section confirm the number of speeding offences in the first 5 weeks of speed camera enforcement to be 700. As the proposed development would introduce additional pedestrian and vehicle movements into this area, it is considered that the proposed second crossing, in reducing vehicle speeds in the area immediately surrounding the site, would serve to provide improved pedestrian safety and as part of the wider package of highway safety measures, to mitigate the impacts of the proposed development in this respect.

- 10.6 The main objectives of national planning policy on transport in PPG13 are to 'promote accessibility to jobs, shopping, leisure facilities and services by public transport and reduce the need to travel, especially by car.' It is anticipated that the provision of a safer pedestrian access to the site and the wider shopping parade would help to fulfil these objectives by encouraging more people from the local area to access the site on foot rather than by car, thereby reducing the likelihood of overspill parking taking place on surrounding streets. The potential for additional on-street parking as a result of the development has consistently been raised as a concern throughout the course of discussions regarding the proposals in view of the limited off-street parking within the site and the servicing arrangements which, in order to avoid servicing the store from the road itself, with the associated highway safety problems this would cause, would result in 6 of the 12 parking spaces proposed within the site being blocked whilst deliveries to the store are taking place. Whilst the use of TROs to introduce parking and loading restrictions on King Lane as part of the scheme is still proposed, it is not considered that this in itself would be sufficient to overcome the wider highway safety concerns raised. It is considered that the proposed pedestrian crossing, in reducing vehicle speeds and providing a safer access to the site and the parade for pedestrians, and encouraging walking to the site as a safe alternative to car-based travel, plays an integral role in mitigating the impacts of the proposed development on highway safety as part of the overall 'package' of highway safety measures agreed as part of the previous application. Further, the public/local concern that the second crossing would cause congestion or 'bunching' is not considered to be likely, and there would be no noticeable change to the free flow of traffic in the area.
- 10.7 The acceptability of the development in highway safety terms has always been finely balanced and reliant on the interaction of the various parking, loading, pedestrian and highway safety measures included within the approved scheme, which include the second pedestrian crossing. In imposing the condition requiring these works on the previous permission, regard was had to the tests on planning conditions set out in Circular 11/95, which advise that, amongst other things, conditions should be necessary, relevant to the development proposed, and reasonable in all other respects. As discussed above, the pedestrian crossing is considered to be vital to the development in terms of providing a safe pedestrian access to the store, as well as its knock-on effects in terms of traffic calming and encouraging alternatives to car-based travel which would complement other highway safety measures included as part of the scheme. The requirement for the crossing as part of the development has therefore been clearly justified and is considered to be relevant to the development proposed. For the reasons discussed above, the development would not be considered acceptable without this crossing and it is considered that its

inclusion within the package of highway safety measures required by the conditions on the permission is necessary and reasonable and in accordance with the tests in the Circular.

- 10.8 The relocation of the existing pedestrian crossing to move it further south to the front of the proposed store has been considered, however the existing crossing is considered to be well located at present in terms of its position in relation to the existing bus stop and playground on the western side of King Lane and pedestrian desire lines from housing on the Buck Stones and The Avenue. It is unlikely that pedestrians who currently use this crossing would divert further to the south if the crossing were to be relocated, and its removal from this position would therefore result in hazardous crossings taking place close to the junction between King Lane and The Avenue. For this reason, the removal of the existing crossing, whether it is replaced or not, would be strongly resisted by the Council's Traffic and Road Safety sections. In addition, there is concern that if the crossing were to be provided immediately to the front of the new store, its position on the narrow section of footway in this position would make it likely that pedestrians using the crossing would come into conflict with vehicles entering and leaving the site on either side of them, and cross the site forecourt directly from the crossing, both raising severe highway safety concerns. The introduction of a second zebra crossing in the vicinity of King Drive further to the south would provide a safe pedestrian link from the Buck Stone Drive area and beyond to the proposed store whilst also retaining the existing pedestrian crossing facility to serve The Avenue, the bus stops and the playground.
- 10.9 The applicant's highways statement raises concerns that the introduction of a second crossing in such close proximity to the existing crossing to the north would cause frustration for drivers, making them less likely to stop at the second crossing they encounter. The Parish Council have also, in discussions with highways, raised concerns that the proximity of the two crossings would cause congestion in the area. However, this issue has been considered in detail by the Traffic Section, the council's Senior Road Safety Officer, and the council's most senior traffic officer who have no such concerns, having experience of similar situation within the Leeds district and beyond. It is not considered that there is any reason to think that the proposals would cause problems in this respect. It is considered more likely that the proximity of the two crossings would be of benefit in terms of reducing vehicle speeds in the vicinity of the site and the shopping parade to the north.
- 10.10 The details submitted as part of the application advise that they feel that the repainting of the existing crossing and the carrying out of improvements such as the provision of planters and the replacement of damaged bollards to the existing shopping parade would be a more appropriate use of money than the provision of the second pedestrian crossing. Whilst improvements to the public realm around the site and the shopping parade to the north would not be discouraged, it is not considered that a need for such works directly arises from the proposed development or that they are necessary to make the development of the new store acceptable in planning terms. These works would therefore not meet the tests in Circular 11/95 for conditions or in the Community Infrastructure Levy (CIL) Regulations for Section 106 Agreements, and could not be required as a condition or by legal agreement in relation to a permission for the store and would not be supported by the Planning Authority. In addition, such works would not overcome the highway safety concerns arising from the proposed development which the second crossing is intended to mitigate against, and would not therefore provide a satisfactory alternative to the provision of this crossing.

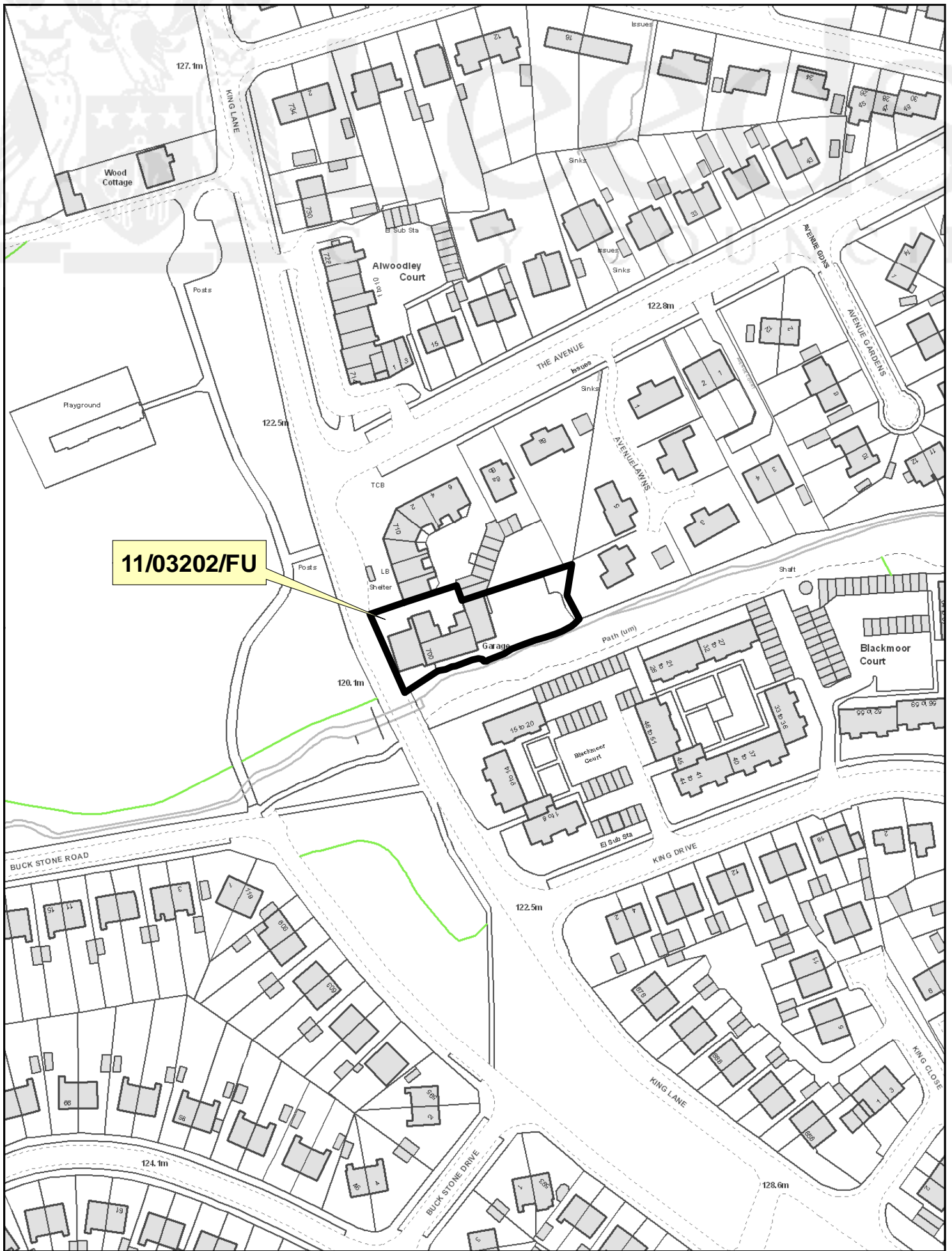
11.0 CONCLUSION

11.1 It is considered that the provision of a second pedestrian crossing point on King Lane is a key element of the 'package' of highway safety measures required to ensure a safe access to the proposed store for pedestrians and to mitigate the impacts of the development in terms of highway safety. Without the provision of the crossing, it is considered that the proposed development would fail to provide an appropriate access for pedestrians and be detrimental to highway safety, contrary to policies GP5, T2, T5, T6 and T24 of the Leeds UDP, and the guidance in the Street Design Guide SPD and PPG13. It is therefore recommended that the application be refused.

Background Papers:

Application and history files 10/04815/FU and 10/01566/FU.

Certificate of Ownership: Notice served and Certificate B signed by applicant.



11/03202/FU

EAST PLANS PANEL

