



Leeds
CITY COUNCIL

Originator: Paul Wilson

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Report of the Chief Planning Officer

PLANS PANEL EAST

Date: 17TH May 2012

Subject: APPLICATION 12/01422/FU – Erection of 86 houses at Unit 12, Temple Point, Austhorpe

APPLICANT

Strata Homes Ltd and
Checkhire Ltd

DATE VALID

23 June 2011

TARGET DATE

22 September 2011

Electoral Wards Affected:

Temple Newsam
Garforth & Swillington

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

DEFER and DELEGATE approval to the Chief Planning officer subject to the conditions specified and the completion of a legal agreement which will include the following obligations ;

- Contribution of £1,482,700 in total to provide full 15% affordable housing contribution (5 social rented and 8 sub market houses on site) , full primary and secondary education commuted sums (totalling £409,700) , the toucan crossing on Stile Hill Way (£40,000 contribution), and travel plan monitoring fee of £2,500 (sums to be index linked).
- Local employment and training initiatives during construction
- Long term management plan for on site open space
- Start to be made on development on site in 2012 to give certainty over early delivery of houses

In the circumstances where the Section 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 for permission
2. Development carried out in accordance to approved plans
3. External materials as specified
4. Submission of a Travel Plan
5. Protection of existing trees
6. Preservation of existing trees
7. Submission and implementation of landscape details
8. Landscape management plan
9. Submission of surface water drainage scheme
10. Protection of grassland area to south during construction
11. Protection of wildlife habitats
12. Protection of watercourses
13. Protection of wild birds during breeding season
14. Boundary treatment, walls and fences (including acoustic fencing) to be as specified
15. Specified plots to have permitted development rights removed
16. Driveways/parking bays and garages to remain available for use
17. Contamination conditions (multiple)

Full details of conditions and any subsequent amendments delegated to the Chief Planning Officer

Reasons for approval: The application is considered to comply with policies SA1, SA3,N49, N51, T2, T2C, T2D, T5, T7A, T24, H1, H2, H4, BD5 and LD1 of the UDP Review, as well as supplementary planning guidance. In particular the principle of housing on this site is considered acceptable given the planning history. Whilst the planning benefits of the site do not deliver the full requirements in accordance with Council policy and supplementary guidance it is recognised that the viability in bringing forward this site is marginal and that sufficient benefits are now being brought forward to enable a sustainable development to be delivered in the short term. The decision is therefore made on balance and having weighed the development plan and all other material considerations including guidance in the National Planning Policy Framework.

1.0 INTRODUCTION:

- 1.1 The application is reported to the Plans Panel as it constitutes a significant development that raises important planning issues regarding viability in the present economic climate if the scheme is to go ahead.
- 1.4 Members will recall that an application for the same scheme was refused by Plans Panel East at the February Panel because Members considered the Section 106 offer of £749,000, then on the table, fell far short of the required policy compliant position of £1.74 million. However, at that meeting Members were of the opinion that the proposed housing scheme itself was satisfactory and could be supported. The only issue related to the level of the Section 106 contributions being offered.

- 1.4 Subsequent to the Panel meeting a meeting was held with the applicant and site owners to discuss the position. As a result a substantially improved offer of £1,482,700 has now been proposed which reflects the priorities identified by Ward members as being important.
- 1.5 The areas identified as priority by Ward Members were the full 15% affordable housing, primary and secondary education contributions and the provision of a toucan crossing on Stile Hill Way.
- 1.6 Prior to the revised application being submitted soundings were taken with Ward Members, the Executive Member responsible for affordable housing and the Chair of the Panel regarding the revised package being offered. Since the revised application has been submitted members of both Temple Newsam and Garforth & Swillington wards have been updated and offered briefing sessions (the site includes land in both wards).
- 1.7 The revised planning application submitted includes the same layout and house types which members have previously considered and were content with but with a revised Section 106 package which will meet fully the priorities identified by Ward members as being the most important i.e 15% affordable housing on site, full primary and secondary education contributions and a toucan crossing on Stile Hill Way. The revised application is therefore supported by officers and recommended for approval.

2.0 PROPOSAL:

- 2.1 The application seeks permission for the erection of 86 houses with associated open space on land previously granted planning permission for an office park
- 2.2 The scheme seeks to provide family housing with the majority of units (80 in total) being either two and a half or three storey 3, 4 and 5 bedroom houses with a traditional external appearance. The remaining units comprise of 5, two storey 2 bedroom houses and 1 flat built over a block of garages.
- 2.3 The houses are to be constructed in red or cream facing bricks, with some dwellings also having an element of ivory render at ground floor. The flat over garages unit is to be wholly finished in ivory render. Grey or red roof tiles are proposed throughout.
- 2.4 Access to the site is from Bullerthorpe Lane, via the existing road network that serves the surrounding office park. Two entrances serve the site and provide an internal loop serving cul-de-sacs at either end. Parking is provided via a combination of garages, driveways and designated parking bays.
- 2.5 An area of public greenspace is provided to the southern part of the site, adjacent to the flood storage/balancing pond which serves the remainder of the office park. The drainage strategy for the current application is to connect into the existing balancing pond.

3.0 SITE AND SURROUNDINGS:

- 3.1 The application site lies close to Colton Village and Colton Retail Park but is on the edge of the urban area between the existing office park and the slip road from the motorway.
- 3.2 Specifically it is bounded to the west by the carriageway of Finch Drive and the office buildings which it serves. Bullerthorpe Lane is further west. An office building is directly to the north and the slip road which serves junction 46 of the M1 is to the east. Agricultural fields are to the south.
- 3.3 The site is served by two stub access points from Finch Drive and it slopes gently from north to south. It has been cleared of all landscape features many years ago in preparation of further office development although it now appears relatively overgrown due to the passage of time.
- 3.4 To the south (but still within the application site boundary) is an area of open land which includes a balancing pond and new planting. This part of the site lies within the Green Belt and has some mature trees on it.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 The following planning history is relevant to the consideration of this application:

32/195/99/OT	Outline application for office park - Approved 20/12/01.
32/188/02/RM	Laying out of access road, site leveling and landscaping to proposed business park - Approved 15/11/02
08/03752/FU	Laying out of access and erection of 3 storey office block with 28 parking spaces and landscaping. Refused 18/09/08 – Appeal subsequently dismissed in May 2009.
11/02402/FU	Full application for the erection of 86 dwellings with associated open space – Refused 23/02/12

- 4.2 The Temple Point office development on site was given outline approval under 32/195/99/OT and detailed approval under application 32/140/05/RM

5.0 PUBLIC/LOCAL RESPONSE:

- 5.1 The application has been advertised by site notices, posted 13th April 2012, the date when this publicity expires is 4th May 2012. The application has also been advertised as a departure from the Adopted Development Plan in The Leeds Weekly News, published 19th April 2012. The date when this publicity expires is 10th May 2012.
- 5.2 3 letters of representation has been received in respect of this proposal.

5.3 The comments received related to the development increasing traffic on Stile Hill Way and using Colton Lane East as a cut through, that Colton Primary School is at capacity and the Secondary Schools are near breaking point. In addition concern is expressed about the availability of doctor appointments at the doctor's surgery.

6.0 CONSULTATIONS RESPONSES:

Statutory:

6.1 Environment Agency – Previous comments made approximately 9 months ago in respect of application refused, with benefit of Flood Risk Assessment, raised no objections subject to conditions.

Non-statutory:

6.2 Environmental Health - no objections subject to conditions

6.3 Policy – Support for principle of this development

6.4 Highways – No objections subject to conditions

6.5 Nature Conservation – No objections subject to retention of existing landscape features within southern part of the site and need to avoid wild birds during the breeding season. Conditions recommended

6.6 Drainage – No objection as the existing infrastructure has been designed to serve the entire office park allocation. Conditions recommended.

6.7 Access – No objections subject to path width and gradient and provision of disabled crossings

6.8 Contamination – No objection subject to conditions

6.9 Metro - discounted residential metro cards should be provided by developer and bus stop improvement required

7.0 PLANNING POLICIES:

7.1 The Development Plan includes the Regional Spatial Strategy to 2026 (RSS) and the adopted Leeds Unitary Development Plan (Review 2006) (UDP) along with relevant supplementary planning guidance and documents. The Local Development Framework will eventually replace the UDP. The Core Strategy has been published and had a 6 week period of consultation recently following its consideration at Executive Board on February 10th. 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 including housing.

7.2 **Regional Spatial Strategy (adopted May 2008):**

H4: Affordable housing.

YH4: Focus development on Regional Cities

YH4(b): Informs detailed design considerations

E2: Centres of regional cities should be the focus for offices

7.3 **UDP Review (adopted July 2006):**

SA1: Secure the highest possible quality of environment.

SA3: Adequate provision for housing needs.

E4: Allocated Employment site

E7: Except for residential development and uses ancillary to employment, applications for uses outside B use classes not permitted on allocated sites

E18: Key business park sites reserved for B1 use

GP5: General planning considerations.

GP7: Use of planning obligations.

GP11: Sustainable development principles.

N2: Greenspace hierarchy.

N4: Provision of greenspace.

N24: Development proposals abutting the Green Belt

N38a: Prevention of flooding.

N38b: Flood Risk Assessments.

N39a: Sustainable drainage.

N49: Habitat protection.

N51: Habitat enhancement.

T2: New development and highways considerations.

T2C: New development and Travel Plans.

T2D: Public transport contributions.

T5: Safe access for pedestrians and cyclists.

T7A: Requirement for secure cycle parking.

T24: Car parking provision.

H1: Provision for completion of the annual average housing requirement identified in the RSS.

H2: Monitoring of annual completions for dwellings.

H4: Residential development on non allocated sites

BD5: General amenity issues.

LD1: Landscape schemes.

7.4 **Leeds City Council: Supplementary Planning Guidance/ Documents:**

SPG4 Greenspace relating to new housing development (adopted).

SPG3 Affordable Housing (adopted) and Affordable Housing interim policy (applicable to all applications determined after 1st June 2011)

SPG10 Sustainable Development Design Guide (adopted).

SPG11 Section 106 Contributions for School Provision (adopted).

SPG13 Neighbourhoods for Living (adopted).

SPG22 Sustainable Urban Drainage (adopted).

SPG25 Greening the Built Edge (adopted).

SPD Street Design Guide (adopted).

SPD Public Transport Improvements and Developer Contributions (adopted).

SPD Designing for Community Safety (adopted).

SPD Travel Plans (draft).
SPD Sustainability Assessments (draft).

7.5 **Government Guidance:**

National Planning Policy Framework – March 2012 – includes a presumption in favour of sustainable development. In the Ministerial foreword Rt Hon Greg Clark MP states that “the planning system is about helping to make sustainable development and positive growth happen “. Para 173 states that pursuing sustainable development requires careful attention to viability and costs in decision taking. To ensure viability the costs of requirements should be considered and should provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

Manual for Streets

8.0 **MAIN ISSUES**

- Principle
- Site Layout
- Amenity
- Highways
- Access
- Public Open Space
- Sustainable Design and Construction
- Travel Wise
- Contributions

10.0 **APPRAISAL**

Principle

10.1 The application site is allocated within the Leeds UDPR as an employment site under policies E4 and E18. As such, the Council’s preferred use for the site is for employment purposes.

10.2 Policy E18 identifies specific employment sites allocated under Policy E4 as Key Business Park sites which are reserved for B1 use, (in this case, for prestige office development). However subsequent to the adoption of the UDP, NPPF (previously PPS4) requires that office developments are subject to a sequential test with, in the first instance, such developments being located within City or Town Centre locations, then edge of centre and only if no such sites can be identified, on out of centre sites. This is clearly an out of centre site and other sites in city centre or edge of centre are available to accommodate such an office park development. As such, the use of this site for office development can no longer be supported. This position was clarified in 2008/2009 with the refusal and subsequent dismissal of an appeal for an office scheme on this site referred to in the history section above.

There is at least a ten year availability of office sites within the surrounding area (which in this case includes the City Centre due to the motorway access as well as Thorpe Park on the opposite of Selby Road), so there is now no

requirement for the site to be retained as a Key Business Park site under Policy E18.

10.3 The proposed use needs to be assessed against the requirements of Policy E7. This policy sets out four criteria that development, including residential development, that are outside the Class B uses, must meet to be able to be supported in planning terms.

10.4 The criteria are set out below with a commentary against each one:

i) The site is not reserved for specific types of employment use under Policies E8 and E18;

The site is allocated under E18 as a key business park for prestige office use. However, as discussed above the change in the national policy stance to require the sequential approach for office uses means that this site no longer needs to be retained as a Key Business Park site. Policy E8 does not refer to this particular site and as such is not considered relevant.

ii) Sufficient alternative employment sites exist district wide, readily available in terms of quality and quantity so as to not prejudice the achievement of the employment land strategy through Policies E1 and E2;

Policy E1 seeks to make sufficient land available for the retention of existing firms and the growth of new economic sectors. Policy E2 seek to identify adequate employment land to maintain a balanced portfolio of sites in the district. The majority of the employment allocation at Bullerthorpe Lane has already been developed for offices. Within Leeds there is more than adequate employment land already available for the employment uses envisaged for the site. There is a considerable supply of employment premises on the market.

Whilst the site could, in theory, be developed for B1 light industrial uses or B1 research and development, the UDP does not envisage this. Market demand for these uses on the site is currently very weak, as evidenced by the increased amount of floorspace on the market compared with previous years.

iii) Within the locality there are sufficient alternative employment sites available in terms of quality and quantity so as not to prejudice opportunities for local employment uses;

As mentioned in (ii), the majority of the original allocation has already been developed for offices. To the north of the site, on the opposite side of the A63 is Thorpe Park, one of the largest business parks in the region. The Council's October 2009 property market report indicates that there was over 117,000 sq ft of office floorspace available at Thorpe Park with a further 1,200,000 sq ft permitted. In addition, there

was over 240,000 sq ft of industrial floorspace available in East Leeds with a further 77,500 sq ft proposed.

iv) The proposal would not result in environmental, amenity or traffic problems.

The existing roads constructed for the anticipated office development on the site are more than adequate to cater for residential traffic. In this regard residential and B1 office development are by definition compatible. Residential development on the site would not result in environmental or amenity problems for existing development and users. In respect of the amenities of the future occupants of the development mitigation measures are required as part of the development.

In the light of the above, it is considered that the criteria in Policy E7 have been met and the proposal could be considered favourably. Given the amount of employment land available in the area it would be very difficult to mount an argument that the land was required for employment use, certainly in the short to medium term.

- 10.4 The National Planning Policy Framework published at the end of March 2012 has positive planning policies aimed at ensuring the vitality of town centres and advocates a centres first approach to offices with a sequential approach after that. Within that context there is little policy support for the remainder of this site coming forward for offices.
- 10.5 The application site, is already partly serviced by infrastructure previously intended to serve an office development. Whilst the site outwardly has the appearance of a greenfield site, its allocation as an employment site and the surrounding existing office developments, means it is in effect an area of land which, because of circumstances, has been left undeveloped. Works have been undertaken to make the site ready for development and it was used as the construction compound for the construction of the A1/M1 link. As such, the nature of the site is not clear cut. In the light of the above, it is considered that support could be given, in principle, to the residential development of this urban site subject to it being otherwise acceptable in planning, design and access terms.
- 10.6 At the last Panel meeting when this site was considered Members were comfortable with the principle of a housing development on this site given its history and were supportive of the overall scheme.

Site Layout

- 10.7 In terms of context, the office buildings are two storey and are situated on the opposite side of Finch Drive, facing the site and adjacent to the northern boundary. The buildings have a contemporary external appearance and are constructed in a modern cladding system featuring extensive glazing.

- 10.8 Access to the site is provided via two stub roads and these are to be retained. The residential layout therefore comprises of a central spine road (part of which forms a loop) terminated at the north and south ends by cul-de-sacs. The houses are all positioned to form active street frontages including a number which face onto Finch Drive itself.
- 10.9 Although the adjacent office buildings are only two storey, the floor to ceiling heights associated with these buildings are greater than modern houses and accordingly the three storey house proposed are considered to be appropriate.
- 10.10 With respect to detailed layout matters, the scheme proposes 86 dwellings and this layout is considered acceptable.
- 10.11 In terms of the site's relationship with the residential part of Colton, the main estate is found on the opposite side of Stile Hill Way and does not readily relate to the development due to the intervening office buildings. Nevertheless, the Colton houses are constructed from red and buff bricks, have a fairly traditional design and comprise almost exclusively of family housing. In this respect the house types proposed share many similar characteristics and accordingly are considered to be appropriate.

Amenity

- 10.12 There are two areas where the amenity of the future occupants of the proposed houses could be compromised. One is through possible overlooking and secondly because of noise.
- 10.13 In respect of overlooking the main issue relates to the relationship between the existing office units facing the northern boundary of the site as internally adequate separation has been provided or houses are orientated accordingly. The height of the office building and extent of glazing means that care is needed to ensure that overlooking does not occur or can be mitigated to a satisfactory degree.
- 10.14 At ground floor level overlooking has been overcome through the provision of 1.8 metre high screen fencing along the northern boundary supplemented with tree planting to help filter views. At first floor level the distance between the office building and the first floor windows of the dwellings achieve distances above those given as guidance in Neighbourhoods for Living.
- 10.15 These proposed methods of mitigation in conjunction with the orientation of some of the units so only a gable wall presents itself are considered to address the issue of overlooking to a satisfactory level.
- 10.16 With respect of noise, the main issue relates to noise from traffic using the main M1 carriageway (due to its concrete construction) and its associated slip road - albeit this is less of a problem as vehicle speeds reduce on approaching the junction.

- 10.17 Noise from the motorway will impact on the proposed houses in two ways. Firstly, noise within the dwellings themselves and secondly, noise in the private garden areas of the dwellings.
- 10.18 In respect of noise within the dwellings themselves it is proposed to provide windows to the dwellings in the near vicinity of the motorway with enhanced double glazing and acoustically treated background ventilation. This will ensure that when windows are closed, the ventilation system will operate to ventilate the houses but not leave them subject to noise issues, like they would if the windows had to be opened to provide ventilation.
- 10.19 In respect of noise in the garden areas, it is intended to provide acoustic fencing of between 2.4 and 3 metres high along the eastern boundary with the slip road. The fencing will be 2.4 metres high adjacent to that part of the slip road where the surface is tarmac but rises to 3 metres where the road surface is concrete due to higher noise levels. This, it is considered, will reduce to an acceptable level noise within the gardens of dwellings which lie adjacent to the slip road. The only exception concerns three plots at the extreme south eastern corner of the site where the gardens will still experience a higher noise level. As part of the officer presentation, reference was made to noise levels being high and on the limit of what is generally recognised as being acceptable. Some concern was also expressed about the methodology used in arriving at these figures and accordingly the Council's noise expert was concerned levels could be higher, albeit only when certain environmental conditions existed e.g. wind direction. Within this context and noting the houses themselves were fully protected from noise, officers were of the opinion the issue was marginal and finely balanced but could nonetheless be accepted.
- 10.20 At the Panel meeting, Members expressed concern about this approach and wanted the issue to be considered further. In this respect the applicant did submit a revised layout plan which shows additional acoustic fencing extending in front of the properties and into the greenspace. Additional fencing is also proposed between the properties.
- 10.21 The additional measures proposed will help mitigate the noise to the front of the houses and will assist in giving improvements within the rear gardens apart from one plot where the additional noise will only be for some periods of the year when the wind is in a certain direction. On balance members were satisfied that this issue has now been satisfactorily resolved.

Highways

- 10.22 No objections were raised to the principle of development on this site but matters of detail, mainly in respect of provision and size of parking spaces and garages and other minor amendments, were identified and the plans have been amended to the satisfaction of Highways officers.
- 10.23 The issues regarding the possibility of further queuing of traffic on Stile Hill Way and the potential for traffic taking a shortcut through Colton, raised in

the two letters of objection, have been considered by Highways officers. The Highway file indicates that the highway improvement works at the nearby traffic signal controlled roundabout of Stile Hill Way/Selby Road were carried out on the basis of an anticipated commercial/employment development being implemented at the application site. A comparison of the vehicular traffic generated by a residential development of 86 dwellings with the equivalent employment use indicates that traffic associated with the residential scheme would be less than the originally envisaged employment development. Accordingly, it is considered that the proposed development would not have a material traffic impact on the local highway network above that already approved.

Access

- 10.24 The Access Officer has raised concerns about shared surfaces within the development and the problems that could arise for the safety of blind and partially sighted residents who rely on changes in surfaces to indicate whether they are on a footway or a carriageway used by vehicles.
- 10.25 It is considered that the main area of shared surface where such a situation may occur is the cul-de-sac at the southern end of the development which serves plots 58 to 62. However, it is considered that vehicles travelling in this area will be approaching the end of a cul-de-sac and will, of necessity, be slowing down. In such situations, drivers will be more aware of pedestrians in the road sufficiently in advance and should take the necessary care.

Public Open Space

- 10.26 The application site includes an area of land adjoining the southern edge of the development which is situated in the Green Belt. This land includes a flood storage/balancing pond which was provided to serve the entire office allocation. This land will be retained as a green buffer to the development and will provide semi-wild open space for informal recreation.
- 10.27 A footpath link is to be provided from the development direct into this open space area and existing trees between the development and the open space will also be retained.
- 10.28 Policy N24 requires that, where development adjoins the Green Belt, provision shall be made to assimilate the edge of development into the Green Belt. It is considered that the vegetation that exists between the built part of the site and the Green Belt/greenspace is sufficient to achieve such assimilation and additional planting will not be required in this respect. Conditions requiring the retention of this existing vegetation will however be imposed and a landscaping scheme for the entire application site will also be secured.
- 10.29 Overall it is considered that the development will provide sufficient open space for use by the occupants of the development – possible contribution to the wider area is discussed in the section on Contributions below.

- 10.30 The introduction of additional acoustic fencing proposed to mitigate the noise issue for the most southerly plots will not impact on existing trees and its visual impact can be ameliorated with judicious planting.

Sustainable Design and Construction

- 10.31 The SPD in respect of Sustainable Design and Construction is guidance only at this stage and is voluntary. The applicant is aware of the SPD and has indicated the elements in its development where sustainable design and constructions methods will be employed.
- 10.32 Whilst the elements offered by the applicant do not achieve all the code levels that would be desired by the SPD, because it is a voluntary code, the applicant cannot be compelled to achieve these levels.
- 10.33 As such the information provided by the applicant in respect of Sustainable Design and Construction is considered satisfactory.

Travel wise

- 10.34 There has been a request from Travel wise in respect of safe access for children to school. A number of off site highway works are suggested including a Toucan crossing on Stile Hill Way, various works including yellow lines before the mini roundabout on Colton Road east at the junction to School Lane, a Traffic Regulation Order on the zig zags outside Colton Primary School and a footpath across the grass verge on Colton Road East near to School Lane.
- 10.35 The Toucan crossing not only will allow safe access across a busy road for school children, it will also provide safe access to bus services on the other side of Stile Hill Way and to the Colton Retail Centre. In this respect, therefore, it is considered that the provision of a Toucan crossing can be supported and should be addressed in the Section 106 Agreement.
- 10.36 However, the other provisions requested are considered to be remote from the application site and as such are not reasonably related to the development and cannot be required.

Contributions

- 10.37 The previous Section 106 package offered by the applicant amounted to £749,228 in total which represented 43% of the total sum being sought by the Council. The revised offer of £1,482,700 together with the travel plan monitoring fee represents 85% of the total sum being sought and reflects the priorities identified as important by Ward members.

10.38 The £1,482,700 is made up of the following contributions:

Affordable Housing at 15% (13 dwellings on site) (5 social rent and 8 sub market)	£1,033,000
Education – primary	£ 255,600
Education – secondary	£ 154,100
Toucan crossing	£ 40,000

TOTAL	£1,482,700

10.39 The Section 106 Agreement will also include the Travel Plan Monitoring Fee, local employment and training initiatives during construction, a long term management plan for on site open space and a requirement for a start to be made on developing the site in 2012. It is known that Strata are keen to begin development at the earliest opportunity if planning approval is granted.

10.40 It has been calculated that to be policy compliant the site would need to make total contributions in the order of £1,742,200. This overall contribution is made up of the following elements (rounded);

Affordable Housing – 15% equates to 13 houses (5 social rent and 8 sub market)	£1,033,000
Education – primary	£ 255,600
Education – secondary	£ 154,100
Public Transport	£ 97,100
Offsite greenspace (N2.3 and fixed play equipment)	£ 115,200
Toucan crossing	£ 40,000
Metro cards	£ 34,700
Bus shelter	£ 10,000
Travel Plan monitoring	£ 2,500
TOTAL	£1,742,200

10.41 Whilst the revised package does not meet the policy compliant requirements fully in that no contribution is made to wards Public Transport, off site greenspace, metro cards or new bus shelters the package does make full provision for the important matters identified by Ward members and also has a substantial area of greenspace on site. In verbal responses received from Ward members about the revised package members acknowledge that whilst there is not a full contribution there is a substantial improvement in the package and now indicate support for the scheme.

11.0 CONCLUSION

11.1 Given the history of the site its alternative use as housing is considered acceptable. It would bring forward family housing which can be delivered in the short term as the housebuilder is wanting to start on site and develop units

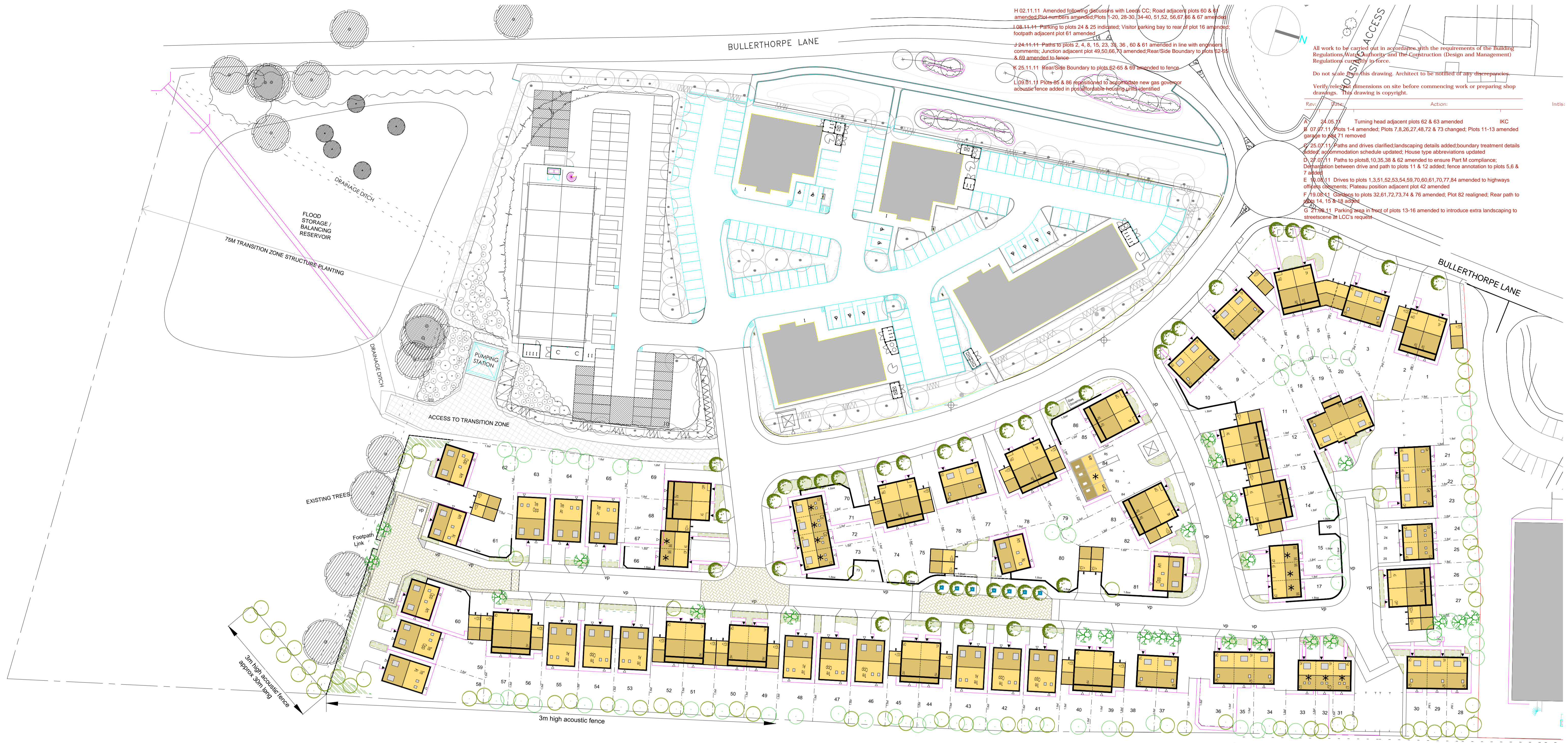
on this site straight away and is prepared to commit to this in a legal agreement. Technically there are no obstacles to development. The layout and designs are considered acceptable in this location given the context next to the existing office park and greenspace is delivered as part of the scheme. Development of this site would complete the development, in the short term, of the remaining undeveloped area. This will contribute to available land supply for housing and also give some receipt to the Council in relation to New Homes Bonus over the next few years. Given its context it is not a contentious site and has given rise to little adverse representation.

- 11.2 Against these benefits Members need to weigh the Section 106 contributions which will be paid, amounting to £1, 482,700 against a policy requirement and ask of around £1,742,000. The contributions can be used to deliver full affordable housing at 15% on site, all of the education contributions required and a toucan crossing on Stile Hill Way which will be of benefit not just to the residents of this development but improve connectivity to residents in the area.
- 11.3 In considering that balance officers have recognised that the revised contributions offered on this site now go a long way to meet the Council's ask and that the offer now on the table would enable the site to be developed in the short term. Given the need to be flexible to get things moving in the present economy officers have given great weight to the delivery of sustainable development and the advantages that flow from that . The question for members having regard to the revised offer is whether the go ahead can now be given in the light of the substantially improved offer which is now incorporated in the revised application.

Background Papers:

Application and history files.

Certificate of Ownership.



H 02.11.11 Amended following discussions with Leeds CC; Road adjacent plots 60 & 61 amended; Plot numbers amended; Plots 1-20, 28-30, 34-40, 51, 52, 56, 67, 86 & 87 amended;
 I 08.11.11 Paths to plots 24 & 25 indicated; Visitor parking bay to rear of plot 16 amended; footpath adjacent plot 61 amended;
 J 24.11.11 Paths to plots 2, 4, 8, 15, 23, 38, 36, 60 & 61 amended in line with engineers comments; Junction adjacent plot 49, 50, 66, 73 amended; Rear/Side Boundary to plots 62, 63 & 69 amended to fence;
 K 25.11.11 Rear Side Boundary to plots 62-65 & 69 amended to fence;
 L 09.01.11 Plots 85 & 86 repositioned to accommodate new gas governor acoustic fence added in position for affordable housing units identified

All work to be carried out in accordance with the requirements of the Building Regulations, Water Authority and the Construction (Design and Management) Regulations currently in force.
 Do not scale from this drawing. Architect to be notified of any discrepancies.
 Verify relevant dimensions on site before commencing work or preparing shop drawings. This drawing is copyright.

Rev	Date	Action	Ints
A	24.05.11	Turning head adjacent plots 62 & 63 amended	IKC
B	07.07.11	Plots 1-4 amended; Plots 7, 8, 26, 27, 48, 72 & 73 changed; Plots 11-13 amended garage to plot 71 removed	
C	25.07.11	Paths and drives clarified; landscaping details added; boundary treatment details added; accommodation schedule updated; House type abbreviations updated	
D	27.07.11	Paths to plots 8, 10, 35, 38 & 62 amended to ensure Part M compliance; Deformation between drive and path to plots 11 & 12 added; fence annotation to plots 5, 6 & 7 added	
E	16.08.11	Drives to plots 1, 3, 51, 52, 53, 54, 59, 70, 60, 61, 70, 77, 84 amended to highways office comments; Plateau position adjacent plot 42 amended	
F	19.08.11	Changes to plots 32, 61, 72, 73, 74 & 76 amended; Plot 82 realigned; Rear path to plots 14, 15 & 18 added	
G	21.08.11	Parking area in front of plots 13-16 amended to introduce extra landscaping to streetscene at LCC's request	

ACCOMMODATION SCHEDULE						
OFF BULLERTHORPE LANE, TEMPLE POINT LEEDS						
DATE: 02.11.11						
House Type	No	Bedrooms	Storey Height	quare Footage	%	PLOTS
Co - Colmar	1	2	2	636	1.16	84
Mi - Milan	5	2	2	655	3275	5.81 15, 16, 17, 66, 67
Ca - Cadiz	9	3	2.5	896	8064	10.47 24, 25, 31, 32, 33, 70, 71, 72, 73
Ge - Geneva	21	3	2.5	1065	22365	24.42 3, 4, 7, 8, 9, 10, 18, 20, 21, 22, 23, 28, 29, 30, 34, 35, 36, 37, 38, 76, 77
Tiv - Tivoli	21	4	3	1411	29631	24.42 1, 2, 5, 6, 11, 12, 13, 14, 19, 26, 27, 68, 69, 74, 75, 78, 79, 82, 83, 85, 86
Ve - Verona	10	4	3	1410	14100	11.63 39, 40, 44, 45, 49, 50, 51, 52, 56, 57
Tre - Trentino	14	4	2.5	1760	24640	16.28 41, 42, 46, 47, 48, 53, 54, 55, 58, 59, 63, 64, 65
Am - Amalfi	5	5	2.5	1772	8860	5.81 60, 61, 62, 80, 81
Total	86				111571	100.00

✕ - Affordable Housing Units - 13No



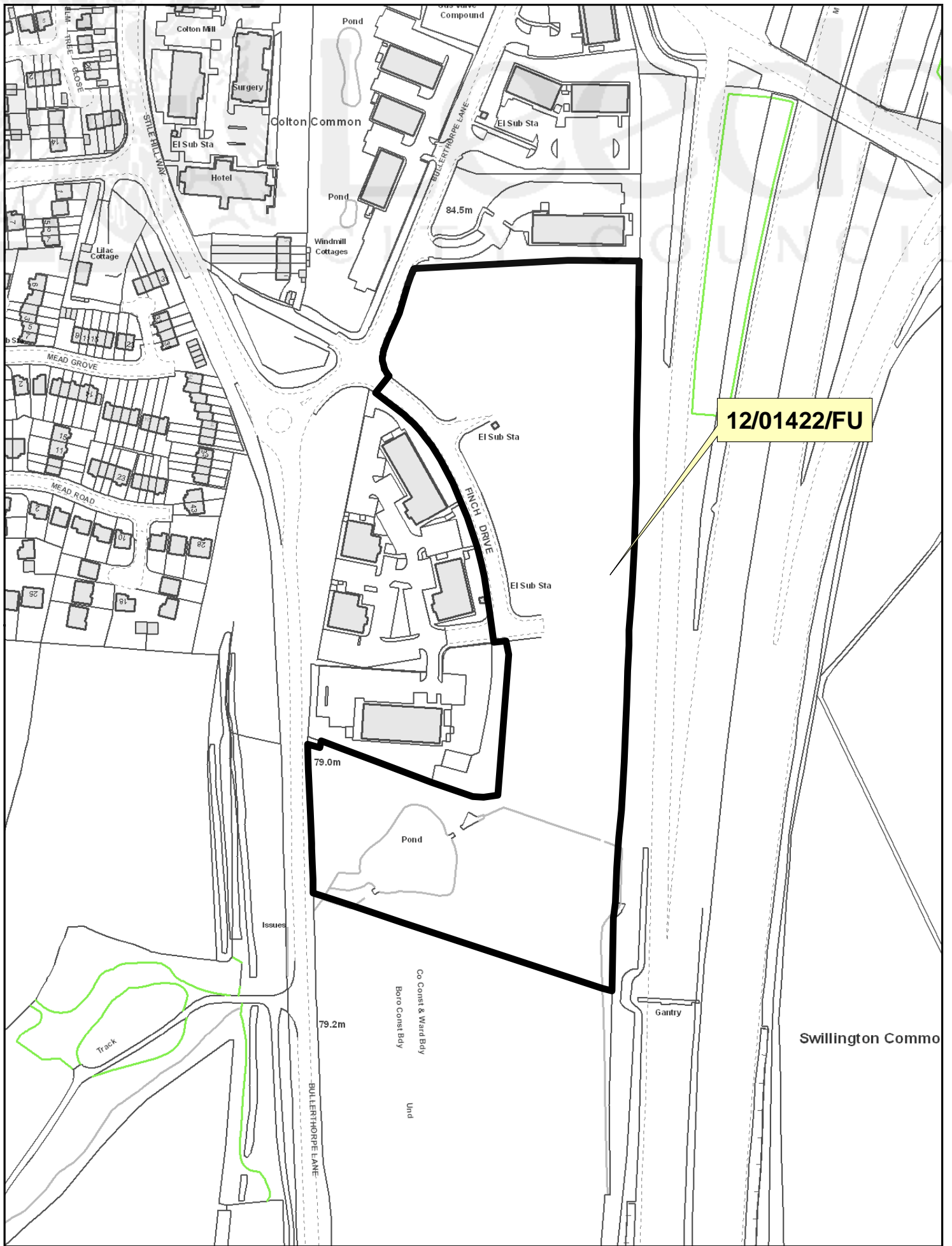
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scale: 1/500 | drawn by: IKC | date: 08.07.09

Project: Bullerthorpe Lane
 Temple Point

Drawing: Site Layout

Drawing Number: TP/SL/01	Revision: L
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EAST PLANS PANEL