



Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 8th May 2014

Subject: APPLICATION 14/01216/FU – DETAILED APPLICATION FOR THE MANSTON LANE LINK ROAD (NORTH – SOUTH ROUTE) – POSITION STATEMENT.

DISCHARGE OF CONDITION APPLICATION 14/02406/COND - REVISED MASTERPLAN RELATING TO THE APPROVED APPLICATION (12/03886/OT) FOR A MAJOR MIXED USE DEVELOPMENT AT THORPE PARK

APPLICATION 14/02488/FU - B1 OFFICE BUILDING AT THORPE PARK (SURGICAL INNOVATIONS BUILDING)

APPLICANT

Thorpe Park Developments
Ltd

DATE VALID

14/01216/FU – 17/3/14

TARGET DATE

14/01216/FU – 9/5/14

Electoral Wards Affected:

Crossgates and Whinmoor, Garforth and Swillington, Temple Newsam

Y

Ward Members consulted

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATIONS:

14/01216/FU – For Members to note the contents of the report and to provide feedback on the questions raised in section 10.

14/02406/COND - Defer and delegate approval of the discharge of condition 5 application for the revised masterplan to the Chief Planning Officer subject to addressing any issues Members may raise.

14/02488/FU – Defer and delegate approval to the Chief Planning Officer subject to addressing all outstanding issues including any issues Members may raise, the imposition of the necessary conditions and the completion of a legal agreement that links the development to the main Thorpe Park S106.

1.0 INTRODUCTION:

1.1 Members will recall the 19/9/13 and 26/9/13 City Plans Panel where development proposals for Thorpe Park were considered, this included three full applications relating to the Manston Lane Link Road (MLLR) and one outline application for a major mixed use development on Thorpe Park. Following the Panel resolutions these applications have now been formally approved and officers and the developer have continued discussions to further improve the proposed developments and progress the delivery of the highway infrastructure and mixed use development. Now presented to members is a revised application for the north – south link road of the MLLR, a revised masterplan and details of the next building proposed to be built at Thorpe Park. Members are provided with the information currently available and are requested to respond to the questions regarding the revised MLLR and delegate the final determination of the discharge of condition and Surgical Innovations applications to officers.

2.0 PROPOSAL:

2.1 14/01216/FU: Detailed application for the MLLR north-south link

2.2 A revised alignment and junction arrangement for the north-south link of the MLLR is proposed. The north-south link approved under application 12/03887/FU severed the development within the proposed masterplan for Thorpe Park and required vehicles accessing the M1 from the north of the railway line to navigate four roundabouts. Officers and members requested the alignment and junction arrangement be re-examined to attempt to improve the alignment and avoid severing development and also reduce the number of junctions and therefore make the route more attractive strategically.

2.3 The current scheme is located further east and therefore allows all new development proposed within Thorpe Park to be located to the west of the MLLR and reduces the number of roundabouts vehicles accessing the M1 when travelling south on the East Leeds Orbital Road (ELOR) are required to navigate from four to three.

2.4 The two underpasses have also been removed from the MLLR with only one crossing point now required toward the northern end of the road. This crossing point is now in the form of a landscaped 'green bridge' that will span over the road and link the proposed Central Park with Brown Moor and the public rights of way beyond. As with the approved layout, the proposed road incorporates planting within the central reservation and adjacent to the highway and allows for the potential to increase the number of lanes to accommodate the additional traffic using the road when the full ELOR is in place.

2.5 Revised masterplan

2.6 As highlighted above, the approved road layout and masterplan included a road that severed the development within Thorpe Park. As a result a condition was added to the outline planning approval that required the developer to revisit the masterplan layout (and parameter plans) and submit a revised proposal that would respond to an improved MLLR alignment, create a more connected development layout and avoid the need for underpasses linking development plots. The revised masterplan maintains the same quantum and mix of development as previously approved.

2.7 Officers have been in discussions regarding a revised masterplan and subject to refinement, the general form of a revised masterplan layout has been agreed. The

revised masterplan relocates the foodstore that was previously severed from the other development plots within the main development area and helps create mixed use heart to Thorpe Park. The revised masterplan also allows for a dedicated public transport route through the scheme, improves connectivity between office developments and the retail/leisure areas and permits the introduction of the Surgical Innovations building and medi-park referenced below.

2.8 Surgical Innovations building

2.9 The internationally renowned Surgical Innovations, designers and manufacturers of specialist medical instruments, have agreed to build their new facility at the western edge of Thorpe Park and officers have been in discussions regarding the design of this building. The building measures 6,308sq m and incorporates an office element, research and development and manufacturing elements and is intended to be the anchor in what would be a medical hub (medi-park) at Thorpe Park.

2.10 The proposed building is adjacent to the tree belt that separates Thorpe Park from Green Park and is a two-storey building with prominent glazed element in the southeast corner and simple clad structure elsewhere. There is car parking to the south of the building and a service yard to the north. Landscaping is provided within and around the site.

3.0 **SITE AND SURROUNDINGS:**

3.1 The proposals under consideration relate to the northern half of the employment allocation that totalled 63 hectares. The site is located to the south of the Leeds-York railway line and Manston Lane, west of the M1 (junction 46), north of A63 Selby Road and existing Thorpe Park buildings, Austhorpe Lane is to the west.

3.2 In terms of the wider area, Cross Gates centre is located to the west, Garforth to the east and Colton Retail Park is located across the A63 to the south. A number of residential properties are nevertheless located between the northern side of the A63 and the built component of Thorpe Park (namely Barrowby Lane, Road, Drive, Avenue etc and Austhorpe Lane, Avenue, Drive etc. In addition to existing development, the East Leeds Extension housing allocation (UDPR policy H3-3A.33) is located across the railway line to the north.

3.3 Manston Lane to the north includes primarily industrial and commercial premises but there are a limited number of long established residential properties and many new dwellings under construction.

3.4 Thorpe Park is allocated as employment land and a 'key business park' in the UDPR. It forms a key part of the Council's employment land supply and provides an attractive regionally significant business park. The land to the west is allocated as Proposed Open Space and to the east is the Green Belt. The UDPR designates a new cycle route running north-south through Thorpe Park and a scheduled ancient monument, Grims Ditch, is located to the immediate west of Thorpe Park. There is a group of protected trees on the western boundary of Thorpe Park and a small copse within the centre of the application site.

4.0 **RELEVANT PLANNING HISTORY:**

4.1 32/199/94/OT – Outline application to layout business park, Green Park and access roads - Granted 04/10/95. This relates to the original outline permission and allows for up to 1.2million ft² (111,500m²).of office floorspace.

- 4.2 32/140/96/FU – Variation of condition application to allow up to 1.8m ft² (167,225m²) of office floorspace to be provided – Granted 31/03/04
- 4.3 Connected to the above permissions is a Section 106 agreement which requires the applicant to undertake various off-site highway improvement works to achieve satisfactory points of access from the A63 and M1 motorway (these works have been completed), to provide Green Park (via a series of trigger points) and the delivery of the MLLR which is triggered following occupation of 1million ft² of office accommodation.
- 4.4 32/9/96/FU – Full permission for the Manston Lane Link Road, approved 20/5/96 and renewed in 13/11/01 by application 32/66/01/RE.
- 4.5 06/05310/FU – Application to vary various conditions attached to the MLLR scheme so as to allow details to be agreed as and when phases come forward rather than everything at the outset – Granted 21/11/06. This application is the latest permission relating to the provision of the MLLR and was submitted in recognition that part of the road had already been constructed (i.e. the section that links Thorpe Park with junction 46 of the M1).
- 4.6 08/00298/OT – Outline application for residential development of up to 256 units at Optare, Manston Lane, Crossgates – approved 15/11/12. A section 106 agreement requires the development to be phased with only the first of two phases permitted to be delivered prior to the upgrading of the MLLR. The reserved matters application for 204 units, 13/00288/RM, was approved 19/6/13.
- 4.7 08/03440/OT – Outline application for mainly residential development of up to 151 units at former Barnbow site for Threadneedle – approved as a phased development subject to a Section 106 agreement linked that restricts the construction of no more than 122 units until the MLLR is constructed. The first phase of development is nearing completion.
- 4.8 12/03886/OT: Outline application for major mixed use development, approved 20/3/14.
- 4.9 12/03887/FU, 12/03888/FU, 12/05382/FU: Application for the north-south and east-west links of the MLLR, approved 28/10/13.
- 4.10 12/05150/LA - Formation of public park, playing pitches, park and changing rooms on land to west of Thorpe Park, approved 26/2/14.
- 4.11 12/02571/OT – Outline application for up to 2,000 dwellings on land between Wetherby Road, Skelton's Lane and York Road. Pending consideration.

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 Following the Panel resolution to defer and delegate approval of the mixed use outline and full road applications in September, officers have regularly met with the developer to discuss the improvements to the road alignment and junction arrangement and how these improvements would be reflected in an improved masterplan. During this time officers have also had meetings to discuss the design of the proposed Surgical Innovations building.

5.2 Members of the Outer East Area Committee have been regularly updated regarding the proposed developments at Thorpe Park and the East Leeds Regeneration Board recently received an update on 29/4/14.

6.0 PUBLIC/LOCAL RESPONSE:

6.1 The MLLR application, 14/01216/FU, was advertised by way of site notices on 17/3/14 and an advert in the YEP on 27/3/14.

6.2 One letter has been received that objects to the revised layout raising a number of technical highways issues relating the junction distances, capacity of the existing and proposed roads. Concerns are also raised regarding a failure to sufficiently consider the impacts on brown moor, the development site within Thorpe Park and Green Park.

6.3 At the time of writing the Surgical Innovations application was still to be formally advertised.

6.4 The applicant has also carried out their own public consultation exercise regarding the revised road and masterplan layout.

7.0 CONSULTATIONS RESPONSES (MLLR application, 14/01216/FU, only):

7.1 Statutory:

7.2 Highways Agency: The HA has been closely involved in the formation of a revised road layout as it directly impacts on the wider highway network. Work on the finer detail is ongoing therefore the HA have issued a holding direction stating the application should not be determined until after 8/5/14.

7.3 Health and Safety Executive: As with the previous application for the north-south element of the MLLR the HSE advise that there is sufficient reasons, on safety grounds, for advising against the granting of planning permission.

7.4 Non-statutory:

7.5 Highways: Highways officers are supportive of the principle of the revised layout as it reduces the number of junctions and provides a more direct alignment that is strategically more attractive. Highways officers continue to address the finer detail of the proposal and will update Members verbally at Panel.

7.6 Public Rights of Way: No objection. PROW officers are in continuing dialogue with the applicant and states the developer is fully aware of the requirements to agree diversion orders in due course.

7.7 Coal Authority: No objection subject to the imposition of a condition that requires further investigation into the potential for any coal mining features being within the development site, as recommended by the applicant's Environmental Statement.

8.0 PLANNING POLICIES:

8.1 Development Plan

8.2 The development plan includes the adopted Leeds Unitary Development Plan Review 2006 (UDPR) along with relevant supplementary planning guidance and

documents. The site is allocated for employment purposes under policy H4:6 and identified as a key business park under policy E18:2 of the UDPR, these policies state that:

‘E4: Land for employment uses is allocated at the following locations:

.....6. Austhorpe (63.8 HA).’

‘E18: The following employment sites allocated under E4 are identified as key business park sites, and reserved for B1 use:

.....2. Austhorpe (E4:6: 63.8 HA)’

- 8.3 Leeds Unitary Development Plan Review (UDPR):
GP5: General planning considerations.
GP7: Use of planning obligations.
GP11: Sustainable development.
N10: Protection of existing public rights of way.
N8: Urban Green Corridor.
N25: Landscape design and boundary treatment.
N29: Archaeology.
N38b: Flood Risk Assessments.
N39a: Sustainable drainage.
T2 (b, c, d): Accessibility issues.
T5: Consideration of pedestrian and cyclists needs.
T7/T7A: Cycle routes and parking.
T18: Strategic highway network.
E4, E18: Employment sites.
LD1: Landscape schemes.
- 8.4 Relevant Supplementary Planning Guidance
- 8.5 Building for Tomorrow Today – Sustainable Design and Construction (2011): Sustainability criteria is set out including a requirement to meet BREEAM standards.
- 8.6 Natural Resources and Waste Development Plan Document (2013): Developments should consider the location of redundant mine shafts and the extract of coal prior to construction.
- 8.8 National Planning Guidance
- 8.9 The National Planning Policy Framework (NPPF) came into force on 27th March 2012. The NPPF states that unless material considerations indicate otherwise development proposals which accord with the Development Plan should be approved. This has recently been supplemented by the National Planning Practice Guidance (NPPG).
- 8.10 Emerging Policy
- 8.11 The Core Strategy sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district. As the Core Strategy has been through public examination some weight can be attached to the policies therein.

9.0 MAIN ISSUES

APPLICATION 14/01216/FU – DETAILED APPLICATION FOR THE MANSTON LANE LINK ROAD (NORTH – SOUTH ROUTE)

- Improvements made to the previously approved alignment and junction arrangement.
- Technical highways implications.
- Impact on Brown Moor.
- HSE response.
- Letter of objection.

DISCHARGE OF CONDITION APPLICATION 14/02406/COND - REVISED MASTERPLAN RELATING TO THE APPROVED APPLICATION (12/03886/OT) FOR A MAJOR MIXED USE DEVELOPMENT AT THORPE PARK

- Improvements made to previously agreed masterplan and parameter plans.

APPLICATION 14/02488/FU - B1 OFFICE BUILDING AT THORPE PARK (SURGICAL INNOVATIONS BUILDING)

- Background.
- Design and landscape.
- Highways implications.
- Section 106.

GENERAL UPDATE REGARDING PROGRESS ON THE CONSTRUCTION OF THE MLLR AND FUTURE PROPOSALS FOR RESIDENTIAL DEVELOPMENT AT THORPE PARK.

- Timescales for delivery of the MLLR.
- Future application for residential content.

10.0 APPRAISAL

10.1 BACKGROUND

10.2 The changes to the approved developments that are discussed in more detail below highlight the significant steps that have been taken to further improve the continued development of Thorpe Park. In combination, the revised masterplan and realigned MLLR overcome the previous concerns regarding a lack of integration of the foodstore, the number of junctions to be negotiated plus concerns regarding the presence of two underpasses. The revised proposals now allow for a fully integrated development with more efficient highway network and does not require any underpasses but a large 'green bridge'. The revised masterplan also allows for a medi-park to be identified on plan and therefore clearly defined on the ground through changes in building design, signage and landscape treatment. Overall the proposed changes continue to improve the attractiveness of Thorpe Park.

10.3 **APPLICATION 14/01216/FU – DETAILED APPLICATION FOR THE MANSTON LANE LINK ROAD (NORTH – SOUTH ROUTE)**

10.4 Improvements made to the previously approved alignment and junction arrangement.

10.5 Whereas the previously approved layout sufficiently provided the necessary highways infrastructure to serve the Thorpe Park development and also provide access to the M1 for the future East Leeds Orbital Road (ELOR) traffic, the applicant

agreed to further examine the alignment and junction arrangement to attempt to enhance the attractiveness of the MLLR as the final stretch of the strategic ELOR. This process has been ongoing for the last eight months and a revised layout has now been submitted for consideration.

- 10.6 With regard to Thorpe Park itself, the MLLR severed a large and important development plot, the foodstore plot, to the east and therefore away from the majority of the mixed use development. This resulted in a less pedestrian friendly and connected development therefore the applicant was requested to put forward a proposal that integrated the foodstore into the rest of the development. The revised alignment allows for the foodstore to be located to the west of the MLLR and therefore be fully integrated into the mixed use development. The implications of this on the revised masterplan are discussed in more detail below.
- 10.7 The previous junction arrangement of the north-south MLLR required users travelling south on the ELOR to navigate four roundabouts before reaching the existing roundabouts on the entry/exit slip roads for the M1. The revised alignment allows one of these four roundabouts to be removed from this route and therefore results in a more direct and strategically attractive route, in keeping with the intended character of the proposed ELOR and is therefore strongly supported.
- 10.8 Are Members supportive of the revised alignment and junction arrangement of the north-south section of the MLLR?**
- 10.9 Technical highways implications
- 10.10 Highways officers and the Highways Agency continue to work through the technical requirements of the revised layout to ensure the best possible solution for both the local and strategic highway network. The outstanding technical issues still being considered include the speed limit of the MLLR through Thorpe Park, the number of lanes needed into Thorpe Park from the existing M1 link and the potential re-design of the existing 'western dumbbell' roundabout adjacent to the M1.
- 10.11 The current highways design introduces a four lane link from the existing Thorpe Park to the M1. Whereas this may be the best highways solution, to avoid queuing, it raises concerns regarding the impact on the character and landscaping of Thorpe Park due to the significant amount of land that would be required. Plans will be presented that further explains the layout being examined to allow members to fully consider the implications.
- 10.12 The second key issue regarding the detailed design of the realigned MLLR is the design speed of the road. The road is currently designed to with a speed limit of 30mph. However, to ensure the road remains attractive as a strategic route, highways officers are keen to promote a 40 mph road. This would require changes to the horizontal and vertical alignment of the road (straighter, flatter sections to ensure the necessary sightlines and safety aspects are achieved). The implications of this issue are being considered and further detail will be presented to Members to allow for feedback.
- 10.13 Officers will continue to ensure the right balance between a safe and flowing highway and appropriate landscaping and urban design of Thorpe Park are achieved, but will appreciate Members thoughts on these outstanding technical design issues

- 10.14 **What are Members thoughts regarding the implications of the potential number of lanes on the east-west link into Thorpe Park and the potential change to the design speed?**
- 10.15 Impact on Brown Moor and Central Park.
- 10.16 The revised alignment is further east and therefore requires a greater land take at Brown Moor, the hill on the eastern edge of the employment allocation at Thorpe Park. Whereas the direct impact of the MLLR on Brown Moor is greater than before, it must be borne in mind that the previous road layout resulted in the foodstore plot being located to the east of the MLLR on the southern section of Brown Moor and therefore requiring a significant land take from Brown Moor. The proposed layout results in the removal a young, self-seeded woodland and still allows for the key and prominent elements of Brown Moor to be retained including the high point of the moor and the mature trees located in the southeast corner. The proposed MLLR will include a landscaped buffer along much of its length and the benefits outlined above in terms of integration and the strategic highway are considered to outweigh the loss of land at Brown Moor.
- 10.17 The realignment of the MLLR to the east allows for Central Park, the parkland proposed within Thorpe Park, to extend further east. Upon reaching the MLLR, Central Park no longer goes under the road via an underpass but it is now proposed to take all public rights of way over the bridge via a green bridge. The detail of the bridge will be subject to a condition but is currently designed at around 10-12m wide with a shared access route for pedestrians, cyclists and equestrians and suitable landscaping. There will be wide landscaped access points onto the bridge at gentle gradients to ensure the green bridge feels part of and a continuation of Central Park and Brown Moor.
- 10.18 HSE response
- 10.19 As with the previous applications for the link road, the standing advice from the HSE is that there are sufficient reasons to refuse the application on safety grounds. The north-south MLLR is a dual-carriageway and is therefore given a more sensitive rating by the HSE. This position is acknowledged but it is not possible to overcome the statement from the HSE. Ideally all development would be set well away from any pipelines but this is not possible and there are no deliverable alternatives for the location of the road. Instances of similar conflict occur already in the area as to the south, the pipeline extends through the existing Thorpe Park, alongside the M1 and along the A63.
- 10.20 Letter of objection
- 10.21 The issues raised in the letter of objection regarding the highways and landscape implications have been covered above and will continue to be examined in close detail prior to formally approving the application. As is evident within this report, the impact of the revised road alignment has been fully considered when considering a revised masterplan.
- 10.22 **DISCHARGE OF CONDITION APPLICATION 14/02406/COND - REVISED MASTERPLAN RELATING TO THE APPROVED APPLICATION (12/03886/OT) FOR A MAJOR MIXED USE DEVELOPMENT AT THORPE PARK**
- 10.23 Improvements made to previously agreed masterplan and parameter plans

- 10.24 As highlighted above, the previously approved masterplan severed the foodstore plot and required two pedestrian underpasses. Whereas the layout was considered acceptable subject to compliance with a design code that required high quality layout and design, the applicant was requested to revisit the masterplan and parameter plans to attempt to identify an improved layout that would integrate the foodstore plot and remove the need for underpasses (whilst also picking up changes to the MLLR alignment). A lengthy master planning process continues to take place to address these issues and seek the best possible solution for this site.
- 10.25 A revised masterplan and parameter plans have been submitted pursuant to a condition attached the outline approval and Members are requested to consider the changes proposed and defer and delegate approval of the condition to officers.
- 10.26 The revised masterplan relocates the foodstore plot to the west of the MLLR and therefore allows it to be fully integrated into the remainder of the development. In turn this removes the need for the smaller southern underpass. The removal of the larger northern underpass is facilitated by the introduction of the green bridge referred to above. These changes have overcome the primary issues relating to the approved masterplan but have also provided an opportunity to further improve other elements of the masterplan as outlined below.
- 10.27 The relocation of the foodstore plot to the west of the MLLR has permitted a segregated public transport route through the heart of the development. This allows for the penetration of bus services into the development and therefore makes the development more attractive to non-car borne users whilst also creating a more pedestrian friendly 'heart' to the development.
- 10.28 The previous highly legible 'grid' layout is retained as are the principles set out within the approved design code including the hierarchy and landscaping of vehicular and pedestrian routes, quality of design, introduction of positive vistas and public spaces.
- 10.29 Importantly, the revised masterplan also identifies a distinct area within Thorpe Park as a medi-park. This cluster of building will be anchored by the Surgical Innovations building and will be defined through building design, signage and a change in the hard and soft landscaping within the area.

10.30 APPLICATION 14/02488/FU - B1 OFFICE BUILDING AT THORPE PARK (SURGICAL INNOVATIONS BUILDING)

10.31 Background

- 10.32 Surgical Innovations are internationally renowned designers and manufacturers of specialist medical equipment and in addition to the on-site executive, medical and manufacturing staff, the company attracts medical specialists from all over the world to their premises to test and improve medical instruments. The agreement for Surgical Innovations to create new premises at Thorpe Park is a major economic boost to the Leeds City Region. The Surgical Innovations building will also attract further healthcare corporations to the site and therefore allow for the creation of a medi-park within Thorpe Park with its own distinct character in terms of building design and landscaping. The introduction of Surgical Innovations to Thorpe Park and the creation of a medi-park will significantly strengthen the healthcare sector in Leeds which is identified as a key growth area for the region in addition to enhancing links between the healthcare sector and the cities universities.

- 10.33 The proposed development introduces a B1 use that is compatible with the outline approval but due to time pressures a full planning application has been submitted that will allow for an immediate start on site following approval. Whereas the application is a stand-alone full application, the consideration of the full application and revisions to the masterplan have been considered in conjunction with each other to ensure the continued integration of uses within Thorpe Park. Members are requested to consider the design of the building presented, provide comment and defer and delegate approval of the application to officers subject to the necessary conditions and Section 106 agreement to allow for an expedient approval and therefore an early start on site this summer.
- 10.34 Design and landscape
- 10.35 The Surgical Innovations building is proposed to be located on the western side of Thorpe Park adjacent to the tree belt that divides Thorpe Park and Green Park. The building equates to around office two-storeys with a largely metal clad exterior with predominantly glazed frontage to both levels at and around the main entrance in the southwest corner. The car park is located to the south and service yard to the north. Landscaping is incorporated within and around the site to complement the adjacent tree belt and integrate the building into the rest of the developed Thorpe Park.
- 10.36 The operation of the proposed building incorporates elements of a traditional office space plus research and development and manufacturing and therefore operates in three distinct elements. However, the design has been well thought out to ensure a cohesive approach to the buildings appearance is achieved.
- 10.37 A small element of the proposed building extends into an area identified in the parameter plans as an area that was only intended to accommodate landscaping and not buildings in order to ensure an appropriate buffer to the protected trees belt. Whereas the application does not fully accord with one of the originally approved parameter plans, this change has been picked up in the revised parameter plans and is considered acceptable. The encroachment into the previously identified 'landscape buffer zone' is relatively minor and is only by a building that is two-storeys high when the previous approval was for up to four-storeys. The building is also clad in a green metal cladding therefore the visual impact when viewed from Green Park to the west is further reduced.
- 10.38 Highways implications
- 10.39 The Surgical Innovations building is proposed on the west of Thorpe Park and is located away from the proposed MLLR and existing motorway junction therefore has no direct impact on these junctions in terms of layout. Parking is provided within the plot and a service yard appropriate to the scale of development is provided.
- 10.40 Section 106
- 10.41 The outline approval included a section 106 with clauses that included various triggers for the delivery of the MLLR, delivery of Green Park, ecological contribution, compliance with a Travel Plan and a requirement to provide for local employment. The legal agreement attached to the Surgical Innovations proposal will reflect the clauses within the main S106.
- 10.42 *Delivery of Green Park*

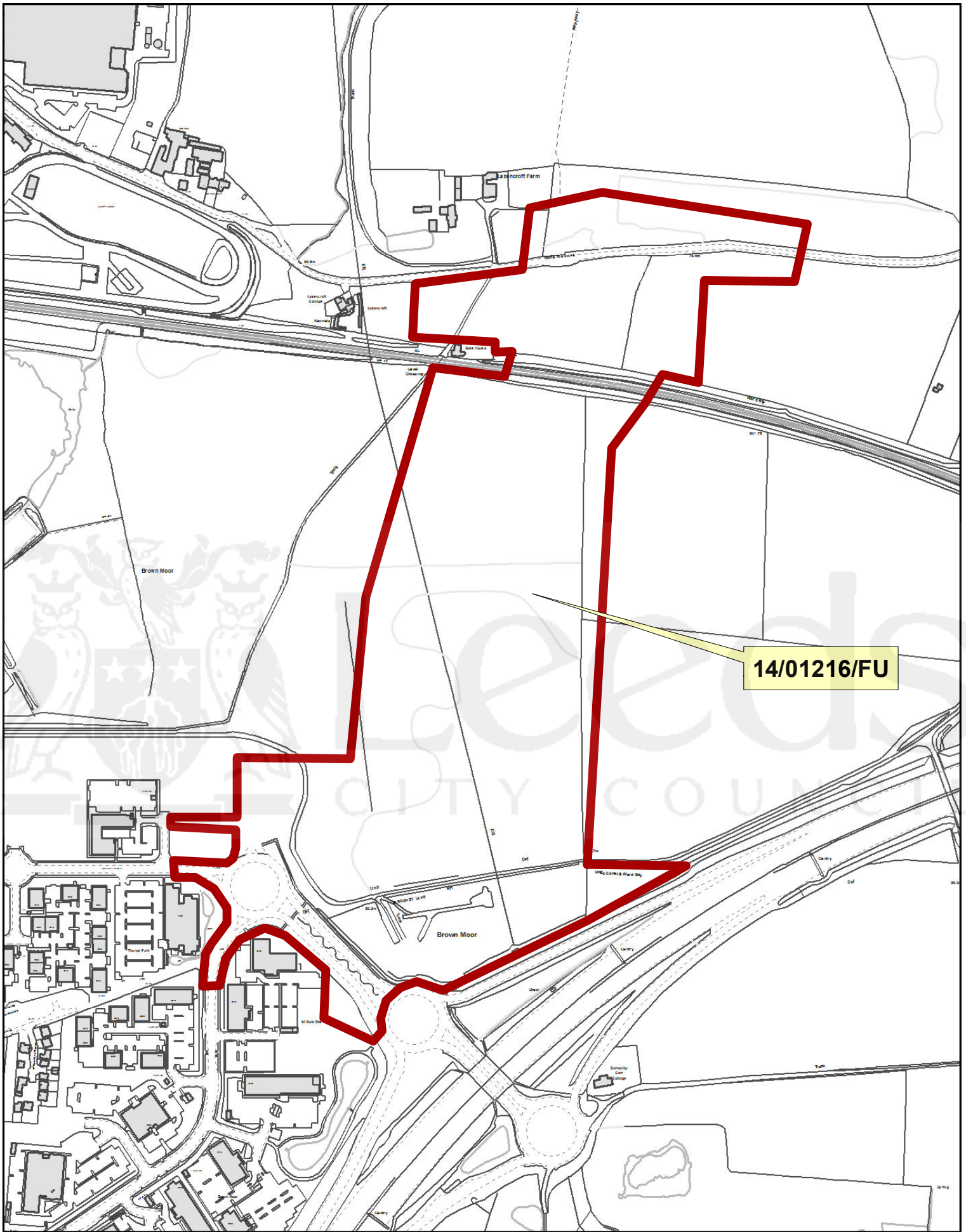
- 10.43 One of the key elements of the Surgical Innovations agreement will be that the development will directly trigger the delivery of Green Park. Prior to occupation of the Surgical Innovations buildings the development of the playing pitches and/or vehicular drop off area for Austhorpe Primary School must have been commenced. In addition the timescales and contract for the development of the changing pavilion and public car park must have been agreed.
- 10.44 *Local employment and training*
- 10.45 The Surgical Innovations agreement will also link this development to the extensive commitments the developer has agreed to in the main S106 with regard to local employment initiatives. These aims in the main S106 include 25% of the total workforce being sourced locally, plus work experience placements, apprenticeships and undertaking/hosting school visits. The developer continues to discuss these employment initiatives with Employment Leeds and local schools. In the coming years Surgical Innovations intend to increase their current employment of 100 to 400 staff on site.
- 10.46 The target area for 'local' employment is within the following wards, Gipton and Harehills, Burmantofts and Richmond Hill, Cross Gates and Whinmoor, Killingbeck and Seacroft, Garforth and Swillington and Temple Newsam.
- 10.47 In summary, the legal agreement relating to the Surgical Innovations development will ensure the benefits delivered by the main Thorpe Park development and its S106 are also triggered/delivered by this development.
- 10.48 GENERAL UPDATE REGARDING PROGRESS ON THE CONSTRUCTION OF THE MLLR AND FUTURE PROPOSALS FOR RESIDENTIAL DEVELOPMENT AT THORPE PARK.**
- 10.49 Timescales for delivery of the MLLR
- 10.50 The developer has continued to progress discussions with the relevant Council and Network Rail representatives to ensure the current agreement for the bridge and removal of the level crossing is adhered to. The existing agreement requires a more detailed 'Works Agreement' that outlines the works to be carried out and timescales for implementation to be agreed prior to 31st March 2015, discussions are at an advanced stage and it is understood Network Rail will be in a position to agree the 'Works Agreement' well in advance of this deadline. The current expected date for completion of the MLLR is late 2016.
- 10.51 Future application for residential content
- 10.52 Whereas Thorpe Park is allocated as employment land and is a key part of the Leeds City Region office provision, the Council also has significant housing target to meet therefore the developer was asked to consider introducing housing to part of the site without diluting the employment offer. The developer has agreed to this request and is preparing to submit a further planning application later this summer that would include a residential content Thorpe Park. Thorpe Park was identified as 'amber' for housing in the Site Allocation process. Officers will present further details on this proposal in the coming months.
- 10.53 The approved, revised and any future masterplan will ensure access is retained to the Council owned triangular piece of land to the east of Thorpe Park which was designated as amber for housing in the Site allocation process.

11.0 CONCLUSION

- 11.1 The revised and new developments proposed at Thorpe Park highlight a major step forward in the quality of the scheme and its delivery. The revised MLLR alignment significantly improves the attractiveness of this route as a strategic road that forms part of the ELOR. In addition the revised alignment also allows for the masterplan to be improved to create a more integrated scheme. Importantly, the developer has secured a high profile occupier for the site, Surgical Innovations, that it is hoped will act as a key attraction for other similar uses and result in the creation of an internationally significant medi-park. Progress on all elements of development at Thorpe Park continues positively and at pace therefore Members are requested to consider the details presented to them and provide comment to officers to allow for expedient decisions to be achieved and works commenced.

12.0 BACKGROUND

- 12.1 Application and history files.
- 12.2 Certificate of Ownership – Notice served on Leeds City Council and Network Rail regarding 14/01216/FU.



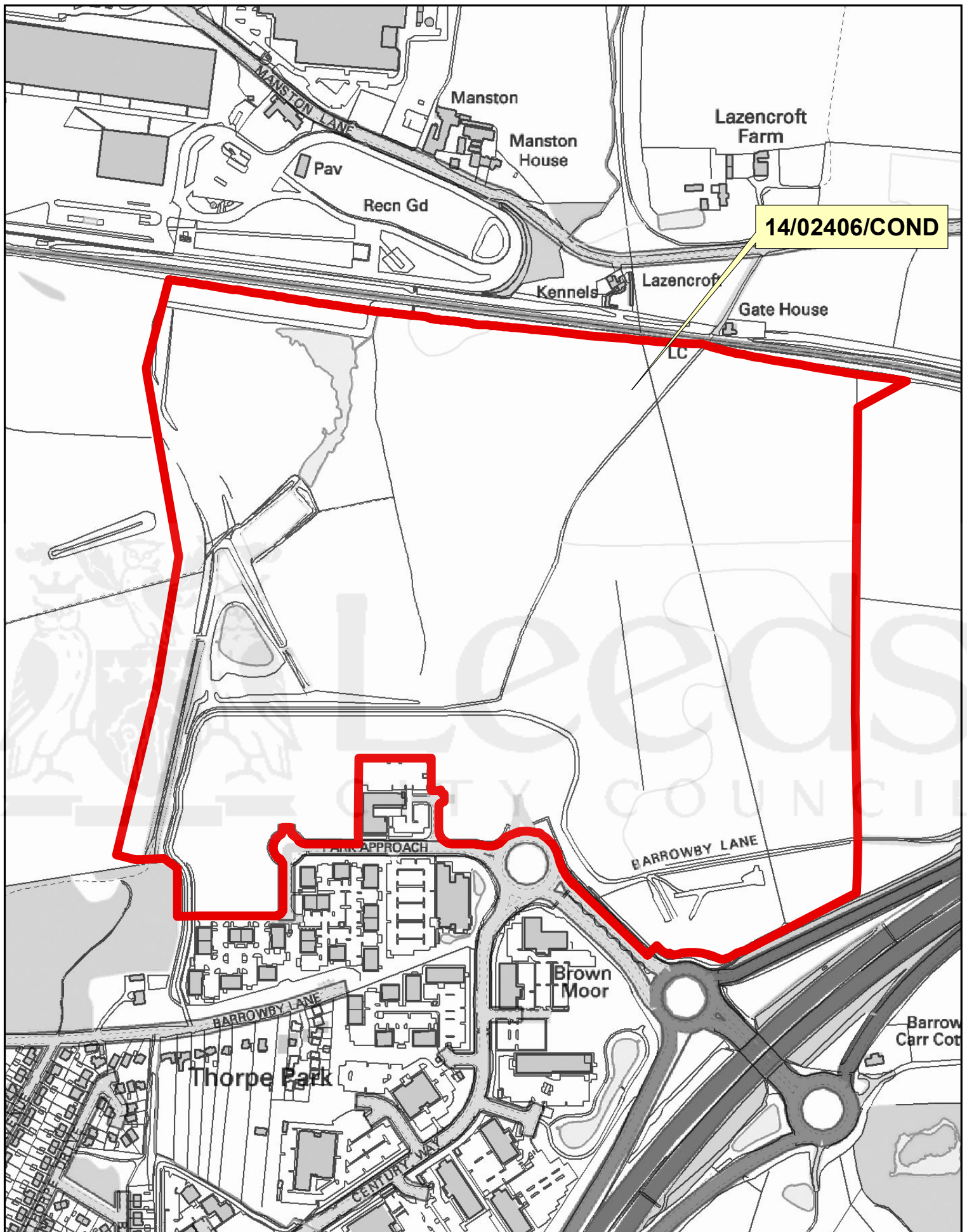
CITY PLANS PANEL

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SCALE : 1/5000

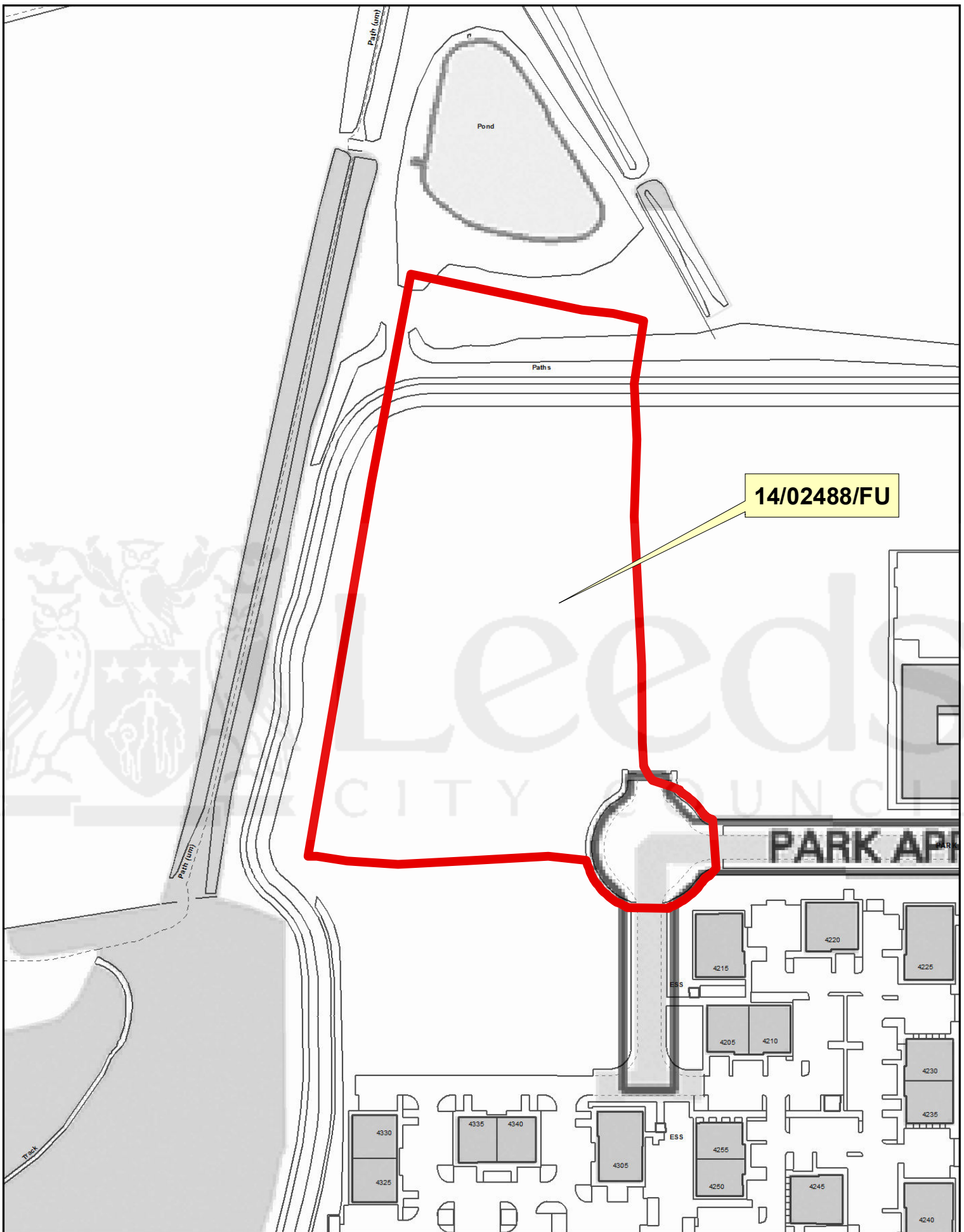




14/02406/COND

CITY PLANS PANEL





CITY PLANS PANEL

