



## Report of the Chief Planning Officer

### PLANS PANEL SOUTH AND WEST

Date: 4<sup>th</sup> June 2015

**Subject: 14/00774/FU- Mixed use development comprising of 9 units of A1/A2/A3 uses, laying out of access road, car parking, landscaping and boundary treatments at Former Belgrave Works site, Town Street, Stanningley.**

#### APPLICANT

West Register Realisations  
LTD

#### DATE VALID

19<sup>th</sup> February 2014

#### TARGET DATE

6<sup>th</sup> June 2015

#### Electoral Wards Affected:

**Bramley and Stanningley**

Y

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 any other which he might consider appropriate ) and the completion of a Legal Agreement to include the following obligations:-

1. Travel Plans, Travel Plan Coordinators and monitoring fees of £2,500
2. Grangefield Road Improvement contributions of £15, 000
3. Off-site highways works which include a pedestrian crossing – £70,000
4. Metro live information on two local bus stops - £20,000
5. Local Employment Initiatives

Conditions:-

Time limit

Plans to be approved

Submission of a construction phasing

Sample of all walling and roofing and external materials

Sample of surfacing materials  
Hours of opening  
Hours of delivery-  
Landscaping conditions  
Tree protection  
Replacement tree conditions  
Remediation conditions  
Delivery and Car Park management plan  
Highways conditions  
Drainage conditions  
Cycle and bins storage location and details  
Boundary treatments – proposed and existing (including retaining walls to be retained)  
Details of garden centre enclosure  
Existing and proposed level and finished floor levels  
Drainage conditions  
Nature Conservation conditions  
Environmental health conditions  
Permitted development right removed (all)

## **1.0 INTRODUCTION:**

- 1.1 This application is brought to Plans Panel as the proposal is for a retail development outside of a designated centre.

## **2.0 PROPOSAL:**

- 2.1 The proposal seeks full planning permission for a mixed use development of 9 units comprising of a breakdown of units as follows:-

Foodstore 1 Lidl - A1 2, 036 sq m (GIA)  
Foodstore 2 – A1 650 sq m (GIA)  
Unit 1 - non-food A1/A2/A3 – 278 sq m (GIA)  
Unit 2 - non food A1 - 278 sq m (GIA)  
Unit 3 - non food A1/A3 – 464 sq m (GIA)  
Unit 4 - non food A1 – 240 sq m (GIA)  
Unit 5 - non food A1 – 139 sq m (GIA)  
Unit 6 - non food A1/A2 – 92 sq m (GIA)  
Unit 7 - non food/food A1 – 92 sq m (GIA)

The total gross external area would be 4, 494 sq m (gross internal area 4, 269 sq m).

The proposal comprises of:-

- A new access point to be created off Town Street replacing the two existing access points Albion Road and Keighley Place which would be closed up.
- New pedestrian access at the vehicle access points to be provided off Vernon Place (North West of site), the North North West corner of the site off Stanningley Road (this includes ramped access) and onto Grangefield Road on the eastern boundary.
- A new pedestrian crossing to be provided across Town Street to the east of the new access.

- A new spine road straight through to the southern boundary of the site with small roads off it accessing parking and units with the units located around the sides of the site.
- Unit 1 – located to the front of the site, to the east of the entrance and is a stand alone unit which is 278 sq m and it is proposed to be either a non food A1/A2/A3 use. The building would be 16.5m in length x width 18.5m x 7m high which includes a parapet with a slightly sloping roof behind it.
- Units 2, 3 and Foodstore 2 located in the south west corner of the site and are joined together in a Z shape with unit 3 at the top, unit 2 in the middle and Foodstore 2 at the bottom. The dimensions of the 3 units to make this Z shape, Unit 2 (non food A1) is 17.5m in length x 17 m wide and 6.5m in height; unit 3 ( non food A1/A3) is 28.5m in length x 17.5 m wide and an overall height of 9 m as there is a setback roof above the parapet. Foodstore 2 (A1 food) is 48 m in width x 14.5 m wide and 6.5 m in height.
- Unit 4 located to the front of the site, to the west of the entrance and is a stand alone unit which is 240 sq m and it is proposed to be a non-food A1 unit. The building would be 6.5 m high which includes a parapet with a slightly sloping roof behind it.
- Units 5, 6, 7 located to the north west boundary, set in from the boundary in relation to the adjoining residential dwellings. They form a terrace of 3 units all 5.5m in height and the units in total are 26 m wide and 14m in depth; unit 5 at the top is the largest in size. Unit 5 would be non-food A1, unit 6 would be non food A1/A2 and unit 7 would be food/non food A1.
- Foodstore 1 – Lidl (proposed occupier– this is the anchor store to the site located to the south/south east boundary of the site. It measure 64 m in width x 20 m in depth and has a sloping roof from east to west (into the site) from 5m to 8 m in height.
- A car park providing 232 spaces (this includes disabled spaces)
- Servicing areas to units 2, 3 and foodstore 2 is located to their rear elevations backing on to the telephone exchange and railway line. Servicing to Foodstore 1 located to its western elevation which backs onto the railway line.
- Servicing to all other units will be carried out within the locality of the building through the front doors as there are no specific loading areas. This is conditioned through a service management plan so there would be no conflict with customers.
- In addition to the provision of the Section 106, the proposal delivers a CIL contribution of £446, 615

### **3.0 SITE AND SURROUNDINGS:**

- 3.1 The site is approximately 1.94 hectares in size and located to the south of Town Street, Stanningley to the North West of Leeds.
- 3.2 The site was previously used for industrial use originally occupied by the Belgrave Electrical Works. The site was once covered by a number of different industrial buildings that varied in size, materials and design; the buildings have now been demolished and the site cleared. There are two accesses to the site at present, one off Albion Road and the other off Keighley Place.

- 3.3 To the North of the site, across Town Street are a variety of commercial properties and residential properties; to the West is a telephone exchange office; to the South is the railway line and to the East is Grangefield Road where there are industrial buildings in use and to the north-west corner there is a pair of semi-detached properties on Vernon Place; to the east of the site is Grangefield Road which from the middle towards the back of the site is at a much higher level than the site itself.
- 3.3 The site is generally flat across its front with a steady gradient a third of the way into the site and then it is relatively flat to the back of the site (southern boundary).
- 3.4 There is an existing large drainage easement that crosses the site from east to west located towards the front of the site.

#### **4.0 RELEVANT PLANNING HISTORY:**

- 4.1 13/02943/OT – outline permission for principle and access to layout access and erect residential and health centre with ancillary pharmacy with associated car parking and public open space – approved 24<sup>th</sup> January 2014.
- 4.2 10/00334/OT - outline permission for principle and access to layout access and erect residential and health centre with ancillary pharmacy with associated car parking and public open space – approved 12 October 2013.
- 4.3 09/00596/RM – Residential development comprising 24 houses and 54 flats in 3 storey blocks and 3 detached B1 office/light industrial units - refused 25 June 2009.
- 4.4 25/304/05/OT – Outline application for residential and B1/light industrial development - approved 17 May 2006

#### **5.0 HISTORY OF NEGOTIATIONS:**

- 5.1 A pre-application was submitted in 2013 and involved discussions regarding issues of principle, layout design, and prominent site in streetscene, landscaping and highways issues. Further discussions have occurred since the application was submitted resulting in the scheme submitted to Plans Panel regarding layout, design, entrance feature to site, reduced number of units, improving pedestrian access to and through the site and exploring the possibility of residential on all or part of the site.

#### **6.0 PUBLIC/LOCAL RESPONSE:**

- 6.1 Pre-submission consultation by applicant:-

Leaflets - were posted to 9,000 local residents on 27th November 2013; Part one provided a descriptive overview of the proposal with a proposed layout plan. Part two provided a brief introduction to the Applicant, the aims of the development and next steps. Part two also included a feedback form with space to provide contact details, a 'yes/no' tick box as to whether the proposal is supported, and space for any additional comments.

Press Release - details of the proposal and the date, time and place of the consultation event were released to the press on 27th November and published on

28th November 2013. The article was published by The Business Desk, Insider Media and Yorkshire Evening Post.

Public Consultation Event - consultation event took place on Wednesday, 4th December at St. John's Methodist Church, Bright Street, and Stanningley. This event provided the public with the opportunity to view the proposals, to ask the team any questions and to make any comments.

Consultation Event Feedback - @ 70 people visited the consultation event and 43 feedback forms were completed of which:

- 39 support the proposal (90%)
- 2 do not support the proposal (5%)
- 2 remain undecided at this stage (5%)

Vernon Place, neighbouring residential properties - following the consultation event it didn't appear that the owners of the properties on Vernon Place had attended so a further letter was sent to them specifically offering to meet and discuss the proposals. No response to date has been received.

6.2 The application was advertised by site notice posted dated 7<sup>th</sup> March 2014, and a press notice published 27 February 2014.

6.3 5 letters of representation have been received;

Two are local objections raising the following points:-

- There are plenty of shops in the area.
- We need more housing particularly affordable housing in the area.
- Vacant offices and warehouses suitable for conversion in area.
- Think you can get 110 2-storey 3 bed houses with play area and retail on this site, and site has permission for medical centre and housing on it.
- This application will clean up site but they could lose money on it.

Two are from representatives of a local landowner and one from the former owner of Bramley Shopping Centre raising the following points:-

- Not considered to comply with sequential assessment
- Is of an inappropriate scale for a lower order centre
- Not fully assessed Impact on Stanningley Bottom Local Centre and Bramley Shopping Centre
- Loss of residential development

One letter of comment from the Ramblers Association seeking improvements to Grangefield Road as this may become a PRoW in the future.

#### Ward Members

6.4 Ward Members have been briefed through the pre-application process and consideration of the planning application and are generally supportive of the development of the site as it brings the site back into use and would provide local jobs.

## **7.0 CONSULTATIONS RESPONSES:**

### **Statutory**

- 7.1 Highways – following significant negotiation, no objection is raised regarding highway safety subject to a S106, off site highways works and conditions.
- 7.2 Environment Agency – no objection subject to conditions
- Non –statutory**
- 7.3 Yorkshire Water – no objection subject to conditions
- 7.4 Flood Risk Assessment – no objection subject to conditions
- 7.5 Contaminated Land – no objection subject to conditions
- 7.7 Travel Wise - Travel plans, monitoring fee to be secured through a S106.
- 7.8 Design – following significant negotiation, no objection is raised to layout and design of the scheme subject to conditions.
- 7.10 Forward Planning – no objection to the retail proposal.
- 7.11 Public Rights of Way – no objection
- 7.12 West Yorkshire Combined Authority – request real time information at two nearby bus stops and good pedestrian access should be provided.
- 7.13 Network Rail – comments

## **8.0 PLANNING POLICIES:**

8.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The Development Plan for the area consists of the adopted Core Strategy, saved policies within the Unitary Development Plan Review (UDPR) and the Natural Resources and Waste DPD, along with relevant supplementary planning guidance and documents.

### 8.2 Local Development Framework Core Strategy policies:

The site is identified for housing under the Draft Site Allocation DPD due to the planning history of the site.

SP1 Location of Development

SP2 Hierarchy of Centre and Spatial Approach to Retailing, Offices, Intensive Leisure and Culture' states:

P1 Town and Local Centre Designations', designates Leeds' Town and Local Centres.

P2 Acceptable Uses in and on the Edge of Town Centres'

P5 Approach to Accommodating New Food Stores across Leeds

P6 Approach to Accommodating New Comparison Shopping in Town and Local Centres

P8 Sets out the catchments for undertaking Sequential and Impact Assessments

T1 Transport management

T2 Accessibility requirements and new development

P10 Design

- P12 Landscape
- ID2 Planning obligations and developer contributions

### 8.3 Saved Policies of Leeds Unitary Development Plan Review (UDPR):

- GP1 Land use and the proposals map
- GP5 General planning considerations
- N25 Landscape design and boundary treatment
- T7A Cycle parking guidelines

### 8.4 Relevant Supplementary Planning Guidance:

Building for Tomorrow Today – Sustainable Design and Construction (2011): Sustainability criteria are set out including a requirement to meet BREEAM standards.  
Natural Resources and Waste Development Plan Document  
Neighbourhoods for Living – A Guide for Residential Design in Leeds  
Designing for Community Safety – A residential Design Guide  
Street Design Guide – Supplementary Planning Document  
Travel Plans – Supplementary Planning Document  
Public Transport – Developer Contributions

### 8.5 National Planning Policy:

The National Planning Policy Framework (2012) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system. The National Planning Policy Framework must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.

## 9.0 MAIN ISSUES

- Principle of development
- Layout, design and landscaping
- Highways
- Impact upon amenity
- CIL and Section 106

## 10.0 APPRAISAL

### Principle of development

- 10.1 When the application was submitted in February 2014, the site had no allocation under the UDP Policies Map. The Core Strategy has now been adopted and the site is identified for housing under the DRAFT Site Allocation DPD due to the planning history of the site. The site has previously been used for industrial development and it was last in this use in 2008. The site has been cleared of all buildings on the site. The site is considered to be a brownfield site in an urban area.
- 10.2 This proposal consists of development of 9 retail units of a mix of A1/A2 and A3 uses with a gross internal floor area of 4,269 sq m. This site is out of centre, and as demonstrated below, is contrary to the retail policies contained within the Core Strategy.

10.3 The relevant Core Strategy retail policies in this case are SP1, SP2, P1, P2, P5, P6 and P8.

10.4 Spatial Policy 1: 'Location of Development' states (inter alia):

*(iv) To prioritise new office, retail, service, leisure and cultural facilities in Leeds City Centre and the town centres across the District, maximizing the opportunities that the existing services and high levels of accessibility and sustainability to new development.*

10.5 Spatial Policy 2: Hierarchy of Centre and Spatial Approach to Retailing, Offices, Intensive Leisure and Culture' states:

*The Council supports a centres first approach supported by sequential and impact assessments. The Council will direct retailing, offices, intensive leisure and culture, and community development to the City Centre and designated town and local centres in order to promote their vitality and viability as the focus for shopping, employment, leisure, culture, and community services.*

*Proposals which would undermine that approach will not be supported.*

*The following hierarchy of centres is to be maintained to ensure that development is directed to the appropriate level of centre based on its scale and catchment;*

1. *The City Centre,*
2. *Town Centres,*
3. *Local centres.*

*The Leeds District currently contains a great variety of centres with different characteristics and history, and the need to maintain this local distinctiveness remains an overarching consideration.*

10.6 *Policy P1: 'Town and Local Centre Designations', designates Leeds' Town and Local Centres. Included within that list is Armley, characterized as a Town Centre.*

10.7 *Policy P2 'Acceptable Uses in and on the Edge of Town Centres' states:*

*Town centres offer shopping and services intended to meet weekly and day-to-day requirements. The uses set out below are acceptable in principle in and, subject to a sequential assessment edge of centre, and will be directed towards the centres listed in Policy P1.*

- *Shops, supermarkets and superstores*
- *Non-retail services*
- *Restaurants and cafes, drinking establishments and hot food takeaways*
- *Intensive leisure and cultural uses including theatres, museums, concert halls, cinemas, leisure centres, gyms and hotels*
- *Health care services*
- *Civic functions and community facilities*
- *Offices*
- *Housing is encouraged in centres above ground floor in the primary and secondary shopping frontages or outside the shopping frontages, providing it did not compromise the function of the town centre.*

10.8 *Policy P5 'Approach to Accommodating New Food Stores Across Leeds' states:*



- (I) *Food stores will be directed towards the town and local centres identified in policy P1.*
- (II) *Sites on the edge of town and local centres will be considered where there are no available, viable or suitable sites within centres.*
- (III) *A number of town centres could perform more successfully as major locations for weekly shopping needs if they included investment in new food store provision and/or redevelopment of existing facilities to expand their retail offer or expand their function. Appropriate provision within centre or on edge of centre will be encouraged, and will be supported where sites can be identified in the following locations:*
  - *Armley*
  - *Chapel Allerton*
  - *Cross gates*
  - *Dewsbury Road*
  - *Farsley*
  - *Headingley*
  - *Holt Park*
  - *Horsforth Town Street*
  - *A new centre at Richmond Hill*
  - *Holbeck*

10.9 *Policy P6 'Approach to Accommodating New Comparison Shopping in Town and Local Centres', states:*

- (i) *In addition to the Primary Shopping Quarter of the City Centre, the town and local centres identified in Policy P1 are acceptable locations for comparison goods providing that they are of a scale compatible with the size of the centre,*
- (ii) *Sites on the edge of town and local centres will be acceptable in principle where there are no suitable sites within centres.*

10.10 It is clear, when considering this proposal against the policies set out above, that the development is contrary to the 'Centres-First' approach endorsed within the Core Strategy. In accordance with Paragraphs 24 and 26 of the National Planning Policy Framework both Sequential and Impact Assessments are required as the proposal is not located within a designated centre, and is not in accordance with the Development Plan. The Sequential Test and Impact Assessments must be passed in order for the application to be approved.

10.11 Policy P8 of the Core Strategy sets out the catchments for undertaking Sequential and Impact Assessments.

10.12 Following the consideration of the further information that was requested regarding the sequential test and impact assessment it is concluded that:-

#### 10.13 **Sequential Test**

The applicant is judged to have satisfied the Sequential Test, having considered all other in-centre and edge-of-centre sites within the catchment, and found no single site that would be capable of accommodating the development as proposed.

#### 10.14 **Impact Assessment**

The applicants impact assessment is judged to have demonstrated that the impact of their scheme would be not be significantly adverse on town centre vitality and viability; and existing, committed or planned public or private investment within those centres.

- 10.15 The impacts projected for the surrounding centres are all within considered acceptable limits, as dictated by national policy, guidance and case law. Specifically, the evidence suggests that the scheme will have a 2% impact upon trade in Bramley, 3% in Farsley, 2% in Pudsey, 3% in Chapeltown (Pudsey) and 1% in Stanningley Bottom, and therefore not considered to have a significantly adverse impact upon the vitality and viability of those centres, nor on existing, committed or planned investment within them.
- 10.16 Therefore the application is judged to have passed the Impact Assessment and Sequential Test as required by the NPPF, and there is no objection to this proposal on retail policy grounds subject to conditions restricting floorspace, sub-division and mezzanines.
- 10.17 Before bringing this application before Panel Members for consideration significant exploration has occurred regarding other types and mixes of development on this site including wholly residential of varying densities and part residential part retail in consultation with the District Valuer. It is concluded that these would lead to a density of development that would be excessive or provide limited or no provision of affordable housing which would not be considered acceptable in planning terms.

Layout, design and landscaping

- 10.18 This site is located on a key road where the site is highly prominent in the streetscene viewed up and down Town Street.
- 10.19 The current proposals reflect the attempt to improve on a conventional approach to contemporary retail development, and to achieve a layout which makes effective use of a large derelict site which is evident in the streetscene.
- 10.20 The desire for positive place making has taken into account operational, highways, parking requirements and site constraints (including levels and easements) and it is considered to have achieved positive elements in the design and improvements to the overall scheme to the benefit of the area.
- 10.21 Movement – Providing access to the site dictates a wide entrance served by a small roundabout, the impact of which has been mitigated by providing a substantial visually strong gateway flanked by stone piers, and augmented by supporting planting.
- 10.22 Pedestrian/cycle routes - Safe, accessible routes have been created across the site following anticipated desire lines as closely as possible and providing access to Grangefield Road, encouraging pedestrian use of the site; the applicant is providing a contribution to the improvement of Grangefield Road to be secured via S106.
- 10.23 Space - The intention of the layout has been to minimise the overall impact of parking by breaking this into different areas defined by surrounding buildings, landscape, changes in levels and surface materials, served by a legible circulation route.
- 10.24 Landscape - Tree planting onsite and supporting landscape are important elements to reduce the impact of parking and to enhance the sense of enclosure in some places where the buildings are pushed apart by parking requirements. Appropriate measures for ensuring the successful growth of trees to maturity, including engineered tree pit structures where necessary will be conditioned. Positive opportunities have also been taken to introduce considered planting to Town Street which integrates with buildings and boundary features, although care will need to be taken with regards future

signage application and underground services in order to ensure the plantings long term success.

- 10.25 Service yards - The primary service yard has effectively been screened by development and sited so as to minimise impact on the site (including a direct line of access from Town Street and its own turning areas), although monitoring of this area will be important in order to ensure security and covered by a condition securing a delivery and car park management plan.
- 10.26 Form - Architectural treatments are for the most part simple flat roofed forms set behind parapets reflecting the presence of similar buildings within the immediate area, but quality materials will be critical to help respond to older heritage buildings which form the most positive aspects of the local context, materials are covered by condition.
- 10.27 Active frontages have been created to Town Street and to main spaces within the site with a consistent and simple architectural language providing buildings which comprise of a good mix a materials in the form of a recessed aluminium glazed frontage framed by red brick with an artstone lintel with integrated signage panels.
- 10.28 The need for larger modern floorplates has prevented the fine grain and diversity found opposite on the other side of Town Street, but frontages have been broken up (rather than solid runs of plate glass windows), and designed to turn the corner into Grangefield Road.
- 10.29 The main Lidl unit (foodstore 1) adopts a more particular commercial form as a means to signal the importance of this anchor unit within the development, but set back within the site rather than imposing on Town Street where simpler forms with a smaller scale and massing are more appropriate. The building roof form slopes up from east to west creating a feature corner which is visible in the distance from the street.
- 10.30 Boundaries - Substantial walls and piers have been proposed at the entrance from Town Street, creating a gateway intended to recall former industrial uses on the site. Existing stone walls along Grangefield Road (and elsewhere) have been retained as positive features. Elsewhere a variety of approaches have been adopted and it is considered appropriate to condition this.
- 10.32 It is considered that the layout, design and landscaping of the scheme is considered acceptable subject to conditions.

#### Highways

- 10.33 The City Connect (cycle super highway) goes through this section of Town Street. This has been taken into account and the scheme has designed accordingly to provide a traffic calmed area to encourage low vehicle speeds and the access to the proposed development will be constructed in a similar form, specifically incorporating a 'roundel' (a smaller type of roundabout) to the site and a pedestrian crossing to the east of the entrance; the access and pedestrian crossing to be conditioned.
- 10.34 Additional pedestrian accesses are provided to the site along Vernon Place, Town Street and Grangefield Road with the site well laid out for pedestrians crossing it, encouraging pedestrian use of the site.
- 10.35 A total of 232 car parking spaces (including disabled spaces) will be provided across the site for the 9 units proposed which is considered acceptable for the development.

10.36 Cycle storage is indicated on the layout plans and therefore further details are required by conditions.

10.37 The application is providing a Travel Plan (TP) for the Lidl and a Travel Plan framework for the site; this will be delivered via the S106.

10.38 The proposal is acceptable with regard to parking provision and pedestrian highway safety subject to an agreed off site highway contribution, S106 and relevant conditions.

#### Impact upon amenity

10.39 To the north western boundary there is a pair of 2-storey semi – detached properties which are set less than a metre below the application site. It is considered following negotiations that the location of the proposed units 5 – 7, which are also set in from the boundary and taking into account proposed boundary treatments and landscaping, their orientation and their height that there would be no significant adverse impact upon their amenity.

#### Community Infrastructure Levy (CIL) and Section 106

10.40 Since the application was submitted CIL was introduced on 6<sup>th</sup> April. The CIL contribution from this development is £446, 615.

10.41 In this case, the following measures will be secured by means of a Section 106 Planning Obligation:

- Travel Plans, Travel Plan Coordinators and monitoring fees of £2,500
- Provision of pedestrian crossing of £70, 000
- Metro – Live information displays in two local bus stops - £20,000
- Off-site highways work contribution towards Grangefield Road improvements - £15, 000.
- Local Employment Initiatives

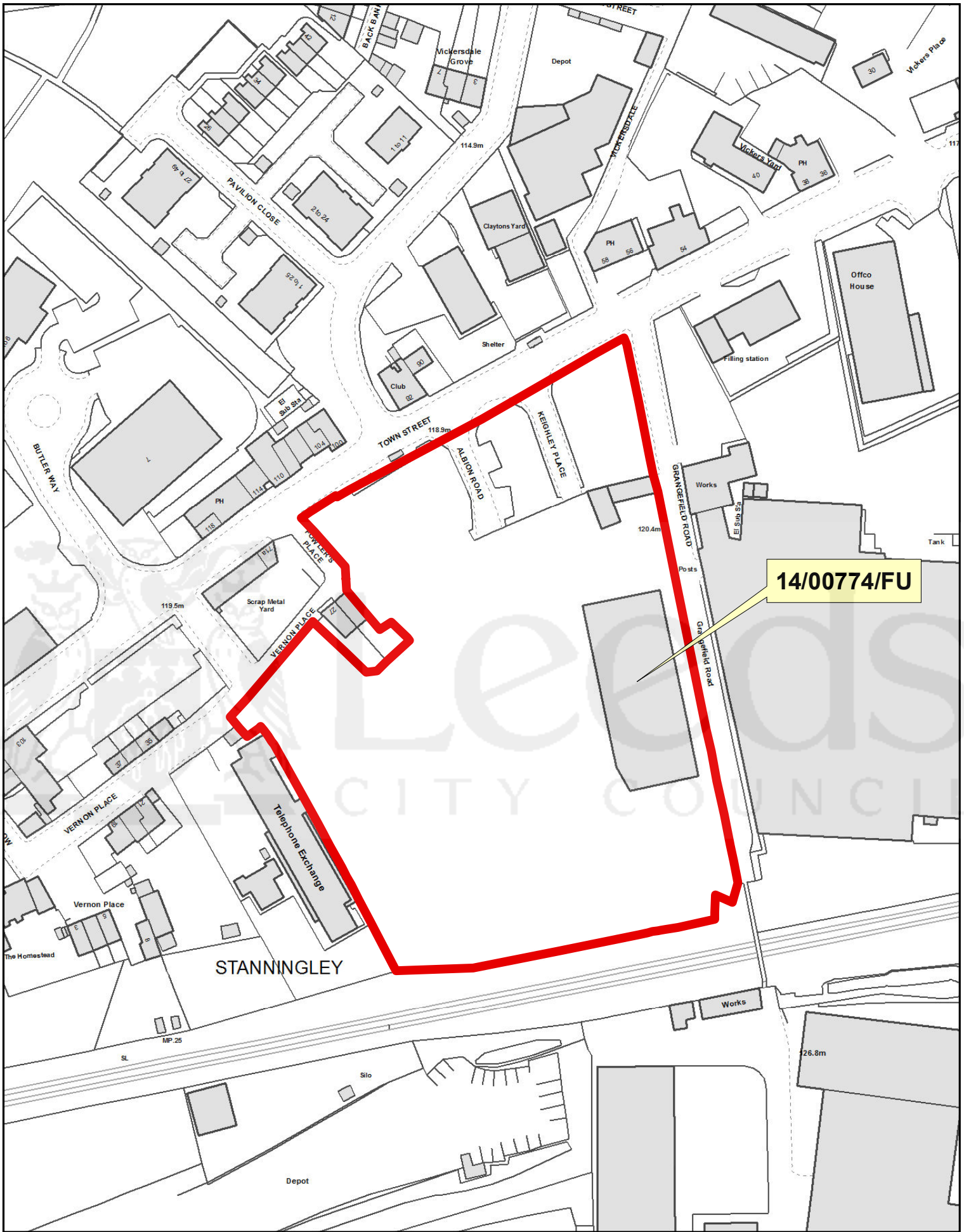
10.42 It is considered that these contributions are necessary in order to make the development acceptable, directly related to the development and are reasonable in scale and kind in accordance with Core Strategy Policy ID2.

## 11.0 **CONCLUSION**

11.1 Significant weight is attributed to the proposed development that brings back into use a site that has been vacant for many years and has become an un-sightly feature in the streetscene, it is considered that the proposed layout and design will create a positive feature in the streetscene contributing to the regeneration of the area and providing new employment opportunities in the area. The application is considered acceptable with regard to principle and highway safety and is recommended for approval subject to a S106 and conditions.

## **Background Papers:**

14/06211/FU



14/00774/FU

STANNINGLEY

# SOUTH AND WEST PLANS PANEL

