

Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 22 November 2012

Subject: 12/04240/EXT - EXTENSION OF TIME FOR PLANNING APPLICATION 08/06944/FU FOR TWO STOREY EXTENSION TO MAIN AIRPORT TERMINAL BUILDING TO PROVIDE NEW ENTRANCE, IMPROVED INTERNAL FACILITIES AND ASSOCIATED LANDSCAPING WORKS TO THE TERMINAL BUILDING FORECOURT AT LEEDS BRADFORD INTERNATIONAL AIRPORT, WHITEHOUSE LANE, YEADON, LEEDS 19

APPLICANT	DATE VALID	TARGET DATE
Leeds Bradford International Airport	4 October 2012	3 January 2013

Electoral Wards Affected:

Otley & Yeadon
Guiseley & Rawdon
Horsforth
Adel & Wharfedale

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 completion of a deed of variation to the original Section 106 agreement agreed as part of planning approval 08/06944/FU to tie the approved obligations to the extension of time approval and updated regarding relevant dates and with the following amended obligation;

- To bring forward the setting up of a transport steering group (to include Leeds, Bradford and York City Council's, Metro and LBIA) so that it is not linked to commencement of development but with the granting of this permission i.e. within 6 months of the date of this decision. The group will hold six monthly meetings and will review the airport's vehicular impact on the local road network, progress towards modal shift targets, and the most effective use of existing and future funds for public transport.**

and subject to the following conditions:

1. Three year time limit for implementation;
2. Development to be in accordance with the approved plans;

3. Development to be carried out in accordance with the samples of walling and roofing materials previously approved under reference 11/03489/COND;
4. Surfacing materials to be in accordance with the details previously approved under reference 11/01909/COND;
5. Development carried out in accordance with the 1:20 details showing the sections through windows/door reveals, cladding panels and entrances, junctions of materials, changes in plane to the buildings and the details of roof eaves line and soffitts previously approved under reference 11/01909/COND;
6. Development carried out in accordance with the external lighting scheme previously approved under reference 11/01909/COND;
7. Hard and soft landscaping works carried out in accordance with details previously approved under reference 11/03863/COND;
8. Development carried out in accordance with the plan, schedule and specification submitted for the landscape management previously approved under reference 11/03863/COND;
9. Development carried out in accordance with the details for the storage, parking, loading and unloading of contractors' plant, equipment and materials, and the parking of vehicles of the workforce and the maintenance of public access to the building previously approved under reference 11/03489/COND;
10. Development carried out in accordance with the details for the disposal of foul and surface water previously approved under reference 11/03489/COND;
11. Travel Plan;
12. Development carried out in accordance with the Waste Management Plan previously approved under reference 11/03672/COND;
13. The terminal extension shall be constructed to a specification required to achieve a 'good' standard or better for commercial properties under BREEAM or similar scoring scheme;
14. **Forecourt Management Plan – to be in accordance with approved details as agreed by Panel but with new access to free 1 hour pick-up and drop-off area from Whitehouse Lane completed by end of May 2013;**
15. On completion of the building hereby approved, the temporary private hire booking office shall be removed and re-provided within the terminal building and the land restored;
16. Development carried out in accordance with the Phase II site investigation report previously approved under reference 11/01909/COND;
17. Amendment of remediation statement;
18. Submission of verification report;

Reason for approval: The application is considered to comply with policies SA4, SA6, N13, N33, LD1, GP5, T2, T6, T15, T30 and T30a of the UDP (Review 2006) policy SP12 in the Draft Core Strategy, national advice in the National Planning Policy Framework and is in conformity with Government guidance in allowing flexibility in the economic downturn for projects to be delivered by granting extension of time applications. It is not considered there are any material changes of circumstance which mean that an extension of time should not be granted and as such the application is recommended for approval.

1. INTRODUCTION:

- 1.1 The Chief Planning Officer considers that this application should be referred to the Plans Panel for determination in that whilst the application is for an extension of time only it relates to a significant project of importance to both the city and the wider region.
- 1.2 The extension to the terminal building at Leeds Bradford International Airport received full permission on 15 December 2009. This application was given a standard three year time limit for the development to commence. The permission therefore expires on 15 December 2012. This application has been submitted by the airport to allow them additional time to implement the permission.

- 1.3 The ability to extend the time limit for implementing existing planning permissions was first brought into force on 1 October 2009 via an amendment to the Town and Country Planning (General Development Procedure) (England) Order 1995. As outlined in accompanying guidance published by the Department for Communities and Local Government (DCLG) 'Greater Flexibility for Planning Permissions guidance (November 2009)' this measure was introduced in order to make it easier for developers and Local Planning Authorities to keep planning permissions alive for longer during the economic downturn so that they can more quickly be implemented when economic conditions improve. Only one extension of time application is permitted for any approved application.
- 1.4 The DCLG guidance states that Local Planning Authorities (LPAs) should take a positive and constructive approach towards applications which improve the prospect of sustainable development being brought forward. The development proposed in an application for extension will by definition have been judged to be acceptable in principle at an earlier date. While these applications should, of course, be determined in accordance with the requirements of s.38(6) of the Planning and Compulsory Purchase Act 2004, namely that the application should be determined in accordance with the development plan unless material planning considerations indicate otherwise, LPAs should, in making their decisions, focus their attention on development plan policies and other material considerations (including national policies) which may have changed since the original grant of permission.
- 1.5 The airport have submitted a letter of explanation with the application. Following the recent substantial internal changes made to the terminal building, which were completed in the summer, it is prudent for the airport to safeguard their ability to bring forward the next stage of the project, which is the forward extension of the terminal building, through the submission of an extension of time application. The changes already made to the terminal building and the recent investment in an airside walkway under permitted development rights are the first stage in the airport's investment plans. LBIA are undertaking a full design review to ensure that the changes made link seamlessly with the forward extension of the building and this work will take about 6 months to complete. Over that period LBIA will be reviewing the performance and impact of the new internal layout, particularly during the summer peak season in 2013. At that stage, LBIA, as with any commercial project, will take account of the wider economic position and forecasts and its own position and route development objectives, before deciding when to proceed with the next round of investment, which will see the forward extension of the terminal building. The letter finishes by stating that LBIA is committed to bringing forward the extension of the terminal building as soon as possible.
- 1.6 The extension of the terminal building to improve customer facilities and facilitate growth remains a key aspiration and project for the city and wider region. The permission granted back in December 2009 followed substantial negotiation and consideration by both officers and at Plans Panel. This reports evaluates what has changed since then and recommends that the extension of time application is approved which will give a further three years for the project to be implemented.

2 PROPOSAL:

- 2.1 The application seeks to extend the time period for implementation for a further three years for the implementation of the previously approved planning application for a two storey extension to the landside face of the terminal building and hard and soft landscaping to the terminal building forecourt. In summary, the proposed extension includes:

- 2,299 sq m of new accommodation to be provided at ground floor level to improve the main entrance and arrivals concourse, check-in, information desk and enlarged security search facilities;
- 2,405 sq m of new accommodation to be provided at first floor level to provide a departure lounge and retail link to the existing first floor catering provision; and
- Hard and soft landscaping of the forecourt between the terminal building and the previously formed vehicle exclusion perimeter.

2.2 No amendments are proposed to the design or layout of the approved scheme as part of this application submission.

2.3 The details of the scheme which were conditioned as part of the December 2009 approval have now been submitted and conditions have been discharged to make ready for implementation. The airport are therefore seeking that the extension of time should carry forward the approval of the details that has already taken place and that is reflected in the wording of the conditions in the recommendation.

3 SITE AND SURROUNDINGS:

3.1 The site is located along the northern face of the existing terminal building, which was previously used as a vehicular drop off zone. The site area extends to approximately 0.99ha. Access to the site will continue from Whitehouse Lane, which connects to the A658 (Harrogate Road).

4 RELEVANT PLANNING HISTORY:

4.1 The original planning application, 08/06944/FU, was granted permission on 15 December 2009, following a Panel resolution to approve on 1 October 2009 subject to conditions and the signing of a S106 Legal Agreement. This was the culmination of a number of Panels items which had considered the details of the application and the terms of the Section 106 agreement (Plans Panel West considered the terminal extension at meetings in February, April, July and September 2009 before the final resolution on 1st October 2009).

4.2 Internal alterations to the terminal building were approval by the Council as a 'Non-Material Amendment' on 7 September 2011, under reference 11/9/00153/MOD.

4.3 Conditions 02, 03, 04, 05 and 16 were discharged on 7 August 2009 as part of application 11/01909/COND.

4.4 Conditions 09 and 10 were discharged on 4 October 2011 as part of application 11/03489/COND.

4.5 Condition 12 was discharged on 4 October 2011 as part of application 11/03672/COND.

4.6 Conditions 06 and 08 were discharged on 8 November 2011 as part of application 11/03863/COND.

4.7 Condition 11 was discharged on 8 August 2010 as part of application 11/03672/COND.

4.8 Condition 14 (Forecourt Management Plan) was discharged on 25 September 2012 as part of application 11/03672/COND following consideration at Plans Panel in June and July 2012.

5 HISTORY OF NEGOTIATIONS:

- 5.1 The original permission was subject to extensive public consultation, officer discussions and a number of panel presentations and discussions.
- 5.2 Since the application was approved in December 2009 officers have continued discussions to progress the scheme including the internal works which have now been carried out and the approval of details set out in conditions of the approval which have to be discharged before development can be commenced. The last of these was the forecourt management plan and this was agreed following consideration at Panel by members.

6 PUBLIC/LOCAL RESPONSE:

- 6.1 The application has been advertised in accordance with the General Development Procedure Order, in this case incorporating the following elements:-
- On site, by the means of four site notices on Harrogate Road (x2), Warren House Lane and Cemetery Road making reference to a major development;
 - These site notices were posted from 12 October 2012;
 - Notice was published in the local press (Wharfe Valley Times) on 25 October 2012; and
 - The application has also been made available for public inspection at Otley Library.
- 6.2 The publicity period for this application expired on 15 November 2012.
- 6.3 Local Ward Councillors in Otley & Yeadon, Guiseley & Rawdon, Horsforth and Adel & Wharfedale have been notified directly about the application and the reasons for it and given opportunity to comment.
- 6.4 Councilor Dawn Collins (Horsforth Ward) has stated that she would be happy to support the airports request for a time extension.
- 6.5 Councilor Colin Campbell (Otley & Yeadon Ward) has commented that the letter from the airport leads him to the conclusion they have no clear idea when or if they will do the work and questions whether extensions of time are open ended and should be given if there is not some certainty that the development will go ahead.
- 6.6 No comments have been received from local residents.

7 CONSULTATIONS RESPONSES:

- 7.1 Environment Agency - No objections.
- 7.2 Yorkshire Water - No objections.
- 7.3 Highways - No objections in general to extension of time but seek clarity on a number of matters including ongoing dialogue with the airport about traffic generation and triggers, implementation of new access to dedicated drop off / pick up area in long

stay within an agreed period from approval of this application and establishment of steering group as early as practicable.

- 7.4 Metro - Comments to be reported verbally at Panel.
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- 7.5 NGT / Public Transport - No objections.
- 7.6 Travelwise - No objections, subject to ongoing travel plan monitoring.
- 7.7 Bradford City Council - No comments received.
- 7.8 West Yorkshire Police - No objections.
- 7.8 Contaminated Land Team - No objections, subject to imposition of previous conditions.
- 7.9 Neighbourhoods and Housing - No objections.
- 7.10 Mains Drainage - No objections.
- 7.11 Access officer - No comments received.
- 7.12 Civil Aviation Authority - No objections raised on aviation safeguarding grounds.

8 PLANNING POLICIES:

Air Transport White Paper:

- 8.1 The Government's Air Transport White Paper, published in 2003, sets out the strategic context for growth at airports across the country over the next 30 years including at LBIA. The White Paper is the Government's key policy document on airport growth and was subject to extensive consultation. For LBIA it states that:
- The airport will handle around 2 million passengers per annum (mppa) in 2003 and is forecast to grow to around 7mppa by 2030.
 - Additional terminal capacity would be required to accommodate this level of growth.
 - Improvements to both public transport and road access to the airport may also be required in the medium term as passenger volumes continue to grow.
 - Subject to these points, we would support the further development of the airport as set out above.....
- 8.2 The White Paper requires airports to prepare individual masterplans setting out how they expect the airport to deliver this growth.

Airport Masterplan 2005-2016:

- 8.3 Under the previous owners, a masterplan for LBIA was published in 2006 by the airport, following two periods of consultation. It sets out proposals for how the growth set out in the White Paper can be delivered and managed and identifies proposals for surface access and environment controls.
- 8.4 The masterplan forecasts growth to 5.1million passengers per annum throughput by 2016 and 8.2 million passengers per annum throughput by 2030. These forecasts are slightly ahead of the figures forecast in 2003 through the Air Transport White

Paper. Fundamentally, however, both the Air Transport White Paper and the airport's masterplan support the growth of the airport.

- 8.5 The airport is reviewing their Masterplan and Surface Access Strategy and the Council have asked to be involved and consulted in that process.

National Planning Policies:

- 8.6 The National Planning Policy Framework was issued at the end of March 2012 and is now a material planning consideration. The NPPF provides up to date national policy guidance which is focused on helping achieve sustainable development. There is a presumption in favour of sustainable development. The basis for decision making remains that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

Development Plan:

- 8.7 By virtue of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the application should be determined in accordance with the development plan unless material considerations indicate otherwise.
- 8.8 The Development Plan for Leeds currently comprises the Regional Spatial Strategy For Yorkshire and The Humber (published in May 2008), and the Leeds Unitary Development Plan Review (July 2006), policies as saved by direction of the Secretary of State, dated September 2007. The most relevant policies in the adopted Leeds Unitary Development Plan are listed below in paragraph 8.16:-

Regional Policies:

- 8.9 The Regional Spatial Strategy for Yorkshire and the Humber to 2026 (RSS) was adopted in May 2008 and sets out a strategic framework for development up to 2026. One of its key objectives is to create a sustainable and competitive economy for Yorkshire and Humber.
- 8.10 Policies YH1 'Overall Approach and Key Spatial Priorities', E1 'Creating a Successful and Competitive Regional Economy' and LCR1 'Leeds City Region Sub Area Policy' all acknowledge the importance of the airport to the regional economy.
- 8.11 Policy T6 'Airports' requires the following considerations to apply to airport development and expansion proposals:
- Contribution towards an overall strategy of achieving better access, particularly by rail and other public transport;
 - Contribution to the regeneration requirements of the local and regional economy and maximization of potential economic benefit to the region;
 - Fully meets sustainable development principles;
 - Fully responds to key policy principles of decreasing surface travel distances to air services outside the Yorkshire and Humber region;
 - Making best use of existing transport infrastructure (including Travel Plans for managing surface access, minimising generation of car-borne traffic, reviewing airport parking charges); and wherever possible improving or providing new access by public transport; and
 - Leeds should ensure any development of airport surface access takes account of the wider transport strategy for the local area, including adjacent districts and provides a wider choice of mode of travel.

- 8.12 Policy T9 'Transport Investment and Management Priorities' seeks to take forward and secure the delivery of transport investment and management priorities of regional significance.

Local Planning Policies:

- 8.13 Locally Leeds City Council is progressing with the Local Development Framework ("LDF") and with the Local Development Scheme. This provides a timetable for the publication and adoption of the Local Development Documents.

EMERGING CORE STRATEGY:

- 8.14 The Publication Draft of the Core Strategy was issued for public consultation on 28 February 2012 with the consultation period closing on 12 April 2012. Following consideration of the representations received and agreement at Executive Board recently of the final set of changes to be published, the Council is moving forward shortly to submit the draft Core Strategy for examination. 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 work has continued on the Core Strategy and representations have been received and considered and further revisions are soon to be publicised then more weight can be given to it, recognizing that public examination is still to take place.
- 8.15 Policy SP12 in the Draft Core Strategy deals with managing the growth of LBIA. The policy is supportive of the continued development of the airport to enable it to fulfil its role as an important regional airport subject amongst other things to agreement of a surface access strategy with identified funding and trigger points and the management of any local impacts and implementation issues including visual and highway issues.
- 8.16 In the meantime a number of the policies contained in the Leeds Unitary Development Plan ("UDP") have been 'saved'. The Leeds UDP Review was adopted in 2006. The most relevant Policies in the adopted Leeds Unitary Development Plan are listed below. This proposal needs to be considered against these policies in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, unless material considerations indicate otherwise.
- Strategic Policies SA4 and SA6: aim to promote and strengthen the economic base of Leeds and promote tourist visits to the city respectively.
 - Policy N13: refers to design of new buildings should be of high quality and have regard to character and appearance of surroundings.
 - Policy N33: refers to approval in the Green Belt shall only be given for certain developments unless very special circumstances.
 - Policy LD1: refers to all landscape schemes should meet specific criteria
 - Policy GP5: seeks to ensure all detailed planning considerations are resolved as part of the application process including the protection of amenity and highway safety.
 - Policy T2: refers to development capable of being served by highway network and not adding to or creating problems of safety.

- Policy T6: refers to satisfactory access and provision for people with mobility problems within highway and paving schemes and within new development
- Policy T15: encourages measures to give priority to bus movements and improve vehicle accessibility.
- Policy T30: provision will be made for the continued growth of the airport subject to improvements to transport infrastructure
- Policy T30a: relates to uses considered acceptable at the airport in the Airport Operational Land Boundary

Supplementary Planning Guidance:

- 8.17 Supplementary Planning Guidance provides a more detailed explanation of how strategic policies of the Unitary Development Plan can be practically implemented. The following SPGs are relevant and have been included in the Local Development Scheme, with the intention to retain these documents as 'guidance' for local planning purposes.
- 8.18 SPG10: Sustainable Development Design Guide (March 1998). This SPG sets out the principles of sustainability and how they can be put into practice covering site location and appraisal and sustainable buildings.
- 8.19 Public Transport Improvements and Developer Contributions SPD (July 2008) sets out the circumstances and basis for obtaining financial contributions for improvements to public transport infrastructure from developments that generate a significant level of trips

9 MAIN ISSUES:

- 9.1 The main issues in this case are considered to be:
- Guidance on dealing with Extension of time applications and changes from when permission was first granted in December 2009;
 - Circumstances at LBIA; and
 - Conditions and Section 106 agreement.

10 APPRAISAL:

Extension of Time Application and changes:

- 10.1 It is now possible to apply to extend a planning permission if the permission is extant on 1 October 2010, if the permission is still extant when the extension of time application is submitted, and if the development has not already commenced. The Airport terminal extension scheme meets the eligibility criteria. The extension of time procedure was introduced by the Government to give greater flexibility to developers to bring forward schemes during the economic downturn. Helping to secure the delivery of development is therefore a key objective. It is only possible to apply for an extension of time once for a project.
- 10.2 The approval of the terminal extension in December 2009 followed considerable discussion and negotiation, particularly around the terms of the Section 106 agreement. The principle of the proposal has therefore been previously accepted. The current application to extend the time limit for implementation must be

considered against current national guidance and should focus on an assessment of what has changed in terms of policy and other material considerations since the approval of the previous application.

- 10.3 At the national level, the only significant change in policy is the introduction of the National Planning Policy Framework (NPPF) on the 27 March 2012. The NPPF, consistent with the former PPS1, continues to place sustainable development at the heart of decision making on planning applications. The NPPF does place emphasis on the delivery of sustainable development and whilst sustainability is defined in terms of economic, social and environmental factors there is a greater emphasis on delivering economic growth, which is a relevant consideration for the terminal extension. Paragraph 19 states: "The Government is committed to ensuring that the planning system does everything It can to support sustainable economic growth. Planning should operate to encourage and not to act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system." The NPPF introduces a presumption in favour of sustainable development.
- 10.4 The main change in Leeds is the emergence of the Core Strategy which can now be given more weight as it moves towards submission for public examination. Policy SP12 in relation to the airport takes forward policy T30 in the adopted UDP and recognizes the importance of the airport to the Leeds economy and the region as a whole and is supportive of growth subject to a number of criteria.
- 10.5 The other change in local circumstances has been the granting on appeal of two sites for off site car parking at Sentinel and Unit 1A Leeds Bradford Industrial Estate on Harrogate Road following a public inquiry.
- 10.6 It is not considered that any of the changes outlined above alter the position that the Panel reached in granting permission for the terminal extension back in 2009. At that stage the importance of the airport to the economy was recognised and considerable time was spent considering the impacts of growth, the package of measures to mitigate impact and the detailed terms of the Section 106 agreement. The NPPF probably gives greater weight to the delivery of a project which will support economic growth and the emerging Core Strategy is supportive in principle subject to similar criteria which were taken into account in reaching a decision on the terminal extension relating to visual impact, traffic impact and surface access. It is not considered that the car park appeal decisions in themselves change anything given their scale and that Sentinel has been operating for some years.

Circumstances at LBIA

- 10.7 The reasons why LBIA have applied for an extension of time are set out in paragraph 1.5 above. It is clear that there has been recent investment in the terminal building and airside walkway and the need for a design and operational review can be understood. It is considered that the City Council should be supportive of this application and give what help it can to facilitate it coming forward. A further three year permission will assist in that process to keep the permission alive. Significant work has already been done with conditions to be in a position to implement. The flexibility that the airport are seeking with this application is precisely what it was designed to do nationally and so officers are strongly recommending that it should be granted.

Conditions and Section 106 Agreement

- 10.8 All relevant conditions from the previous permission are repeated in this recommendation but with the wording updated where conditions have been discharged and details agreed.
- 10.9 Condition 14 (the Forecourt Management Plan) of planning approval 08/06944/FU was approved following consideration at Plans Panel (West) in June and July 2012. Members agreed to the discharge of the condition subject to the provision and retention of the free 1 hour pick-up and drop-off area being provided with a direct vehicular access from the current long stay exit and defined pedestrian route to the terminal building with appropriate signage on Whitehouse Lane and within the airport cartilage. The works were agreed to be implemented within 6 months. Following the discharge of the condition the airport has been investigating the new access and identified that there are utilities which will need to be addressed making the current timescales for completion by 13th January 2013 unachievable. LBIA intend to go ahead with the opening of the 1 hour free area by 1st December 2012 utilising the existing long stay entrance and in the meantime will be moving forward with the access works to Whitehouse Lane in consultation with LCC Highways through a Section 278 agreement. The programme for these works will take the completion through to May 2013 which will still be before the start of the airport's busiest period in the summer months. Condition 14 is therefore proposed to be worded so that the new access to the 1 hour free area is completed before the end of May 2013.
- 10.10 The Section 106 agreement which was part of the December 2009 approval will be carried forward and linked to this extension of time. The agreement will, be amended only in so far as dates may need to be changed on some obligations as time has gone by but the substance of the agreement and the previously approved triggers will not be altered. The Section 106 agreement does include the formation of a Steering Group within 6 months of commencement of development as a structured forum for discussion between LBIA, the relevant local authorities and local public transport providers regarding surface access and to advise on the spending of Section 106 monies. The airport have agreed that this group should be set up within 6 months of the granting of the extension of time application as this will assist with surface access and build on work which is already taking place. The results of the August 2012 forecourt survey show that the public service bus share has risen for the third consecutive year to 6.9% against a backdrop of a fall in bus patronage across the Leeds district of 4%.

11 CONCLUSION:

- 11.1 This extension of time application results from the recent changes in legislation that allows the time limits of extant permissions to be extended during the economic downturn. National planning guidance provides that a positive and constructive approach should be adopted to applications such as the current application which improve the prospect of sustainable development being brought forward.
- 11.2 Whilst a new planning permission would be granted changes in policy and other material considerations have been examined. The changes which have taken place in national and local policy have strengthened the need to deliver sustainable development which results in economic growth. Other local changes to off site car parks are not considered significantly material to the determination of the application.

- 11.3 The airport have set out why they are applying to extend the time period and officers consider that strong support should be given to facilitate the delivery of the terminal extension which is an important project for the city and region.

Background Papers:

08/06944/FU Panel Report and Minutes 19 February 2009.

08/06944/FU Panel Report and Minutes 16 April 2009.

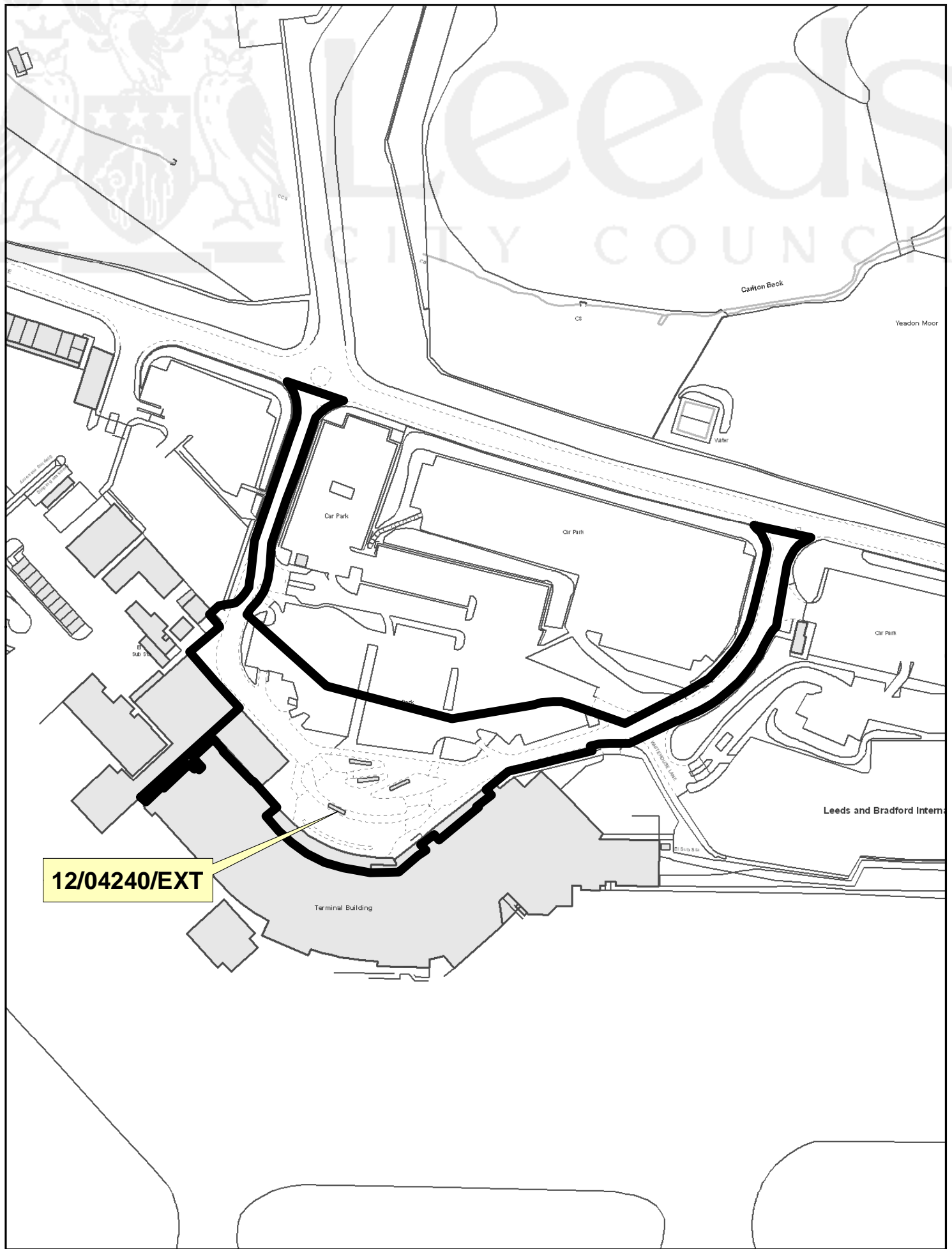
08/06944/FU Panel Report and Minutes 23 July 2009.

08/06944/FU Panel Report and Minutes 3 September 2009.

08/06944/FU Panel Report and Minutes 1 October 2009.

Application 11/03934/COND.

Application 11/01909/COND.



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