

City Plans Panel – 18<sup>th</sup> April 2019

Late Item

Minutes of the Previous Meeting held on  
Thursday, 28<sup>th</sup> March 2019

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## CITY PLANS PANEL

THURSDAY, 28TH MARCH, 2019

**PRESENT:** Councillor J McKenna in the Chair

Councillors D Blackburn, T Leadley,  
N Walshaw, C Campbell, A Khan,  
A Garthwaite, E Nash, P Carlill, C Gruen,  
B Anderson, D Cohen, P Wadsworth and  
K Brooks

A Member's site visit was held in connection with the following applications:  
PREAPP/18/00432 – Former Goods Yard at Shannon Street, Leeds and  
PREAPP/18/00316 – Vacant land off New York Road, Quarry Hill, Leeds and  
was attended by the following Councillors: J Mckenna, P Carlill, C Gruen, C  
Campbell, B Anderson, P Wadsworth, T Leadley and D Blackburn, A Khan  
and K Brooks.

### **142 Appeals Against Refusal of Inspection of Documents**

There were no appeals against the refusal of inspection of documents.

### **143 Exempt Information - Possible Exclusion of Press and Public**

There were no items identified where it was considered necessary to exclude  
the press or public from the meeting due to the confidential nature of the  
business to be considered.

### **144 Late Items**

Although there were no formal late items the Chair did accept the inclusion of  
supplementary information in respect of Agenda Item No. 8 – Application No.  
17/02594/OT – Outline Application for the creation of a new community of up  
to 800 dwellings to land off Racecourse Approach, Wetherby, Leeds 22.  
Members were informed that the information was not available at the time of  
agenda publication/ circulation and it was in the best interests of the Council  
and other parties concerned that the supplementary information be  
considered without delay (Minute No, 149 referred).

### **145 Declarations of Disclosable Pecuniary Interests**

There were no declarations of any disclosable pecuniary interests.

### **146 Apologies for Absence**

Apologies for absence were received from Councillor J Goddard.

### **147 Minutes of the Previous Meeting**

Draft minutes to be approved at the meeting  
to be held on Thursday, 18th April, 2019

The Minutes of the previous meeting held on 14<sup>th</sup> February 2019 were submitted for comment / approval.

With reference to Minute No.138 (PREAPP/18/00525 – New Multi-Storey Car Park at Quarry Hill, Phase 2 - SOYO) - Councillor Cohen said it was his understanding that Leeds Playhouse were supportive of the proposal but no reference to that affect was referred to in the minutes.

The City Centre Team Leader confirmed that the Leeds Playhouse were supportive of the proposal

**RESOLVED** – That, with the inclusion of the above, the minutes of the previous meeting held on 14<sup>th</sup> February 2019 be accepted as a true and correct record.

#### **148 Matters Arising from the Minutes**

Pre-Application Presentation (PREAPP/18/00525) for Reserved Matters for new Multi-Storey Car Park and impact on extent outline permission at Quarry Hill, Phase 2 (SOYO) Leeds (Minute No.138 referred) – Councillor Cohen reminded Members that Panel had been informed by officers that the Leeds Playhouse were supportive of the proposal and were aware of the reduction of car parking spaces.

Councillor Cohen said that since that time Members had received a letter from the Leeds Playhouse which provided no indication as to whether the Leeds Playhouse were supportive of the proposal and were aware of the reduction in the number of car parking spaces.

The City Centre Team Leader reaffirmed that the Leeds Playhouse were supportive of the proposal, there were no objections to proposals to reduce the number of car parking spaces, and there was certainly no intention to mislead Panel.

The City Centre Team Leader said he would seek confirmation from Leeds Playhouse that they were supportive of the proposal if required in future. However, the Chair confirmed that the majority of Members had read the letter from Leeds Playhouse as indicating support for the proposal overall.

#### **149 Application No.17/02594/OT - Outline planning application with all matters reserved except for access, for the creation of a new community comprising up to 800 dwellings, a food store (A1) (up to 372 sq.m), primary school and public open spaces at Land off Racecourse Approach, Wetherby, Leeds 22.**

With reference to the meeting of 4<sup>th</sup> October 2018 when Members received a Position Statement in respect of this application and raised the following concerns:

- Development of the site should not proceed until the Inspectors decision/ recommendations in respect of the Site Allocation Plan (SAP) were received.
- Further understanding of the proposed access arrangements and traffic modelling was necessary to fully consider the impacts of the development.
- An understanding of the issues around drainage and risk of flood, looking into the local history of the area (e.g. had any events at the nearby racecourse been cancelled due to flooding).
- That further information be provided as to what was proposed for the whole of the site and a suggestion for the school to be located closer to York Road.
- Concern was expressed over the impact of the proposed development within the landscape.
- Concern was expressed over the environmental impact of the proposed development.
- Members were not supportive of the conclusions reached in the balancing exercise.

It was reported that the applicant had sought to address the various issues raised by the Panel, while matters relating to the SAP had significantly advanced and provided clarity to the acceptability of the site being allocated for residential development. (These matters were expanded upon within the submitted report).

The Chief Planning Officer now submitted a report which sought outline planning permission for a residential development comprising up to 800 dwellings together with a new primary school, a convenience store and public open space. The application was in outline with all matters reserved, save for access which included three vehicular access points. The site was currently designated as Rural Land within the development plan, but is proposed to be allocated for residential and education uses within the advanced SAP. The site lies adjacent to the Major Settlement of Wetherby and given the need for additional housing in this particular area, it is considered that the proposals represent a sustainable form of development. The scheme would also deliver a significant proportion of affordable housing on site and therefore the benefits associated with the scheme are considered to outweigh the limited harm, and therefore the application is recommended for approval, subject to the completion of a legal agreement.

In providing an update on the number of representations received, the Chief Planning officer reported that an additional 59 letters of objections had been received referring to: the impact on the local infrastructure, the proposed

development was close to a Young Offenders Institute, rural land should be protected, the proposal would create a separate community, there would be a lack of employment opportunities, there would be an impact on the local GP surgeries, this was not a sustainable site and the decision on SAP had dubious validity.

Commenting upon the latter point, officers confirmed that the SAP has now progressed to an advanced stage and therefore considerable weight could be given to its soundness. None of the work outstanding or currently being undertaken on the SAP alters the current status of this site, such that the allocation is considered to be sound and can be given considerable weight.

Panel were also in receipt of supplementary information which referenced additional representations which were not summarised in the submitted report.

The Panel then heard from Councillor A Lamb (Ward Councillor) and Mr E Cowin who spoke against the proposal.

Addressing the Panel Councillor Lamb said there were so many things wrong with this application: the site was not sustainable, there would be an impact on the local schools, ongoing protection of agricultural land would be adversely affected, the economic benefits would be minimal and there remained questions in respect of the SAP and Core Strategy Selective Review.

Mr Cowin said there were strong views from the residents of Wetherby that the application should not proceed. This site would not be sustainable, other more appropriate sites should be considered, the connection across the motorway was a dangerous route and the harm to social health and wellbeing had not been taken into account.

Questions to Councillor Lamb and Mr Cowin

- These days air pollution is an important factor and referred to in the Core Strategy, had any consultation taken place with Ward Members about the environmental impact and meetings about the development more generally
- What do you consider to be social harm
- If approved it would create a satellite settlement to Wetherby, a new commuter town, could the road network manage
- Would there be sufficient green corridors and greenspace provision
- Would the new development create competition with the existing district centre
- Is there adequate school provision for the area

In responding to the issues raised, Councillor Lamb/ Mr Cowin said:

- The environmental impact on this community would be incredibly important. This development would bring a large number of vehicles

into the Wetherby area and would increase congestion and pollution around the town centre and at local schools. Responding to the question had any consultation been carried out, Panel were informed that no such consultation had been undertaken.

- Wetherby is an historic market town and the border of the town needs to be defended. The proposed new development is too isolated and would create a new settlement. Members were informed that Section No.8 of the National Planning Policy Framework requires strong neighbourhoods, this scheme does not meet that criteria.
- The housing need for the area is for small 1 & 2 bedrooomed houses and bungalows; Wetherby requires more retirement accommodation. Members were informed that the existing motorway junction was inadequate and there would be significant impact on both the internal and external road network. There were no proposals for material mitigation measures, the arrangements were woefully unsatisfactory.
- Proposed improvements to cycle and pedestrian links across the A64 and to the historic centre will be inadequate.
- The Leeds habitat network and green corridors would disappear. No provisions have been made to mitigate against this as part of the development.
- The new proposal includes the provision of shops which would have the effect of creating two competing, isolated settlements.
- Members were informed there were 4 local primary schools located within the Wetherby area, all were full and oversubscribed. There was also further pressure on the schools from other, already approved developments.
- There will be a resultant inadequate provision of doctor's surgery / medical facilities.

The Chair thanked Councillor Lamb and Mr Cowin for their attendance and contributions.

The Panel then heard from Mark Johnson (Applicant's agent) who spoke in support of the proposal, joined by Mr Jones (transportation) and Mr Riding (Applicant's representative)

Mr Johnson informed Members that he welcomed the report of the Chief Planning Officer and was supportive of the recommendations. Addressing the issue of Ward Member / public consultation, Mr Johnson said a significant amount of consultation had taken place but accepted it was not recent. Referring to the Site Allocation Plan (SAP), Mr Johnson said SAP had significantly advanced and clarity had been provided as to the acceptability of the site being allocated for residential development. It was reported that an environmental assessment had been carried out and considered / approved by all the necessary officers, as a consequence some mitigation measures had been incorporated. The application before Members was an outline application, further consideration would be given to house type subject to approval of the outline stage.

Questions to Mr Johnson

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- There will be number of applications for different sections of the site, was it not possible to submit one application for the whole of the site
- The developers would fund a shuttle bus service, had consideration been given to funding an existing transport service
- It was the view of Ward Members that smaller houses should be provided on site, would this be considered by developers

In responding Mr Johnson said:

- Members were informed that it was all down to timing, not all developers were securing land ownership at the same time. Letters of support had been obtained from all land owners, there were no issues around ransom strips.
- Mr Johnson confirmed that the intention was to fund a shuttle bus service for a period of 10 years. However, that could be changed if considered necessary.
- Mr Johnson suggested that the housing market required assessment and due consideration would be given to house types at the Reserved Matters stage.

Questions to Planning Officers

- In terms of the SAP, had the technical aspects been met
- Is a masterplan to come forward
- Would the shuttle bus run on a 20 minute frequency and would there be ongoing funding for public transport
- Members pointed out that the report should include a reference to a five year land supply (Paragraph 10.6 of the submitted report)
- Does the Neighbourhood Plan carry much weight

In responding Planning Officers said:

- The site is identified for housing in the advanced Site Allocations Plan (SAP) and indicates that the site is suitable for up to 1,100 dwellings. The SAP had been through a lengthy process which had involved comparative assessment of hundreds of alternative site including around Wetherby and the local area, sustainability appraisal and detailed assessment had been carried out, and consideration of strategic cross boundary issues through Duty to Cooperate. The SAP is at a highly advanced stage having been modified by the Inspector to make it sound and consultation having been carried out on those modification. The final form of the SAP is therefore highly likely to be as modified
- The SAP lists further specific requirements for this site which must be addressed in order for the principle of development of the site to be sustainable. These include the need for a 2 form entry primary school; a comprehensive design brief for the site; a pedestrian link to the south west of the site to provide a link towards Wetherby town centre; the

retention of the avenue of trees and a site specific flood risk assessment, directing development away from area of highest flood risk.

- Further, the SAP Inspector has not requested the Council to undertake any further work in terms of its duty to cooperate with neighbouring local authorities, such that work previously undertaken in relation to this is regarded as acceptable.
- Officers confirmed that they would like to see a masterplan come forward which addresses the comprehensive development of the whole SAP allocation, some efforts had been made on this by the applicant
- The LCC Highways officer confirmed that the shuttle bus would run on a frequency of 20 minutes, the contract could be reviewed after a period of three years, which provided an opportunity for amendment. The aim is that the shuttle service would become self-sustaining by the end of the Developer's 10-year funding period.
- West Yorkshire Combined Authority had been consulted regarding the possibility of diverting existing bus services through the development, but this option is not feasible or else would have been further considered.
- Members were informed that the Core Strategy policies relating to housing land supply were considered to be out of date if a five year supply of deliverable housing sites cannot be demonstrated. Notwithstanding this, the local planning authority were undertaking a selective review of the Core Strategy which involves reviewing and updating the housing policies, as well as introduction of the SAP which is at a very advanced stage.
- Members were informed the Neighbourhood Plan was currently at the draft stage. Significant weight could not be attributed to the Plan because it hadn't "been made" and also the site had not been put forward within the Plan

The Panel then heard from Tracy Waud (Planning Manager, Children & Families)

Ms Waud confirmed that most of the Primary Schools within the Wetherby area were either full or near to capacity with the exception of Wetherby St James which does currently have some spare capacity. It was also suggested that some additional accommodation for Deighton Gate Primary School was also being planned.

The Chair thanked Ms Waud for her attendance and contribution.

In offering comments Members raised the following issues:

- A number of Members were of the view that some elements of the SAP remained premature, others were of the view that those arguments were weak
- Accessibility standards had not been met, access to the site was poor, residents would need a car or a frequent bus service

- More information was required on what form public transport would take
- The majority of Members expressed the view that there were significant issues with the housing mix, albeit it was acknowledged that this is further detail which would be considered at the reserved matters stage in any event
- There was a lack of recent consultation and local residents had not been consulted
- There will be the creation of a distinctly separate and isolated community
- The majority of Members considered there to be a lack of school provision in the area and when would additional capacity be provided
- The Panel had raised a number of concerns at the pre application stage and those concerns had not been satisfactory addressed
- More details were required about the proposed retail provision for the site and when would it be delivered
- More information was required on sustainable construction and design, particularly in light of potential adverse impact on climate change that could arise from the site being in an isolated position and requiring car / bus access in the main
- Further public consultation be carried out.

In drawing the discussion to a conclusion, the Chair suggested that there were many issues which required addressing further: the principle of the development within the SAP, the masterplan of the SAP site as a whole, sustainability, Education provision, access to the site, more details about the proposed retail and housing provision, and further public consultation work

**RESOLVED** – That determination of the application be deferred to await further information on: the principle of the development within the SAP, the masterplan of the SAP site as a whole, sustainability, Education provision, access to the site, more details about the proposed retail and housing provision, and further engagement with the public.

**150 PREAPP//18/00432 - Pre application presentation for a mixed use development comprising five blocks housing 1032 residential dwelling including live-work units, with communal spaces, commercial units (A1, A2, A3, A4, A5 and B1 Uses), co-working space and car parking, set in a landscape scheme at the former Goods Yard, Marsh Lane and Shannon Street, Leeds.**

The Chief Planning Officer submitted a report which set out details of a pre-application proposal for a mixed use development comprising five blocks housing 1032 residential dwellings including live-work units with communal spaces, commercial units (A1,A2,A3,A4,A5 and B1 uses), co-working space and car parking, set in a landscape scheme at the former Goods Yard, Marsh Lane and Shannon Street, Leeds.

Members visited the site prior to the meeting. Site photographs and plans were displayed and referred to throughout the discussion of the application.

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The applicant's representatives addressed the Panel, speaking in detail about the proposal and highlighted the following:

- Site / location/ context
- City Village, East Bank location
- Key design principles connecting to Marsh Lane with key views
- The proposal seeks to develop 1032 residential dwellings across five stepped blocks ranging in height from 9 to 22 storeys
- Apartment mix; one bedroom 48%, two bedroom 44%, 3 bedroom 7.5%
- All apartments exceed National Space Standards
- Live work units, with communal space, commercial units and co-working space
- Basement level car parking (202 spaces)
- Opportunity to provide City Car Club spaces within the site
- Cycle parking
- Landscaping / public realm provision, public open spaces, green routes and squares
- Nearby railway arches could provide public realm / commercial opportunity but not in ownership of the developer
- The old Marsh Lane Railway Station was in close proximity but not in ownership of the developer

Members raised the following questions:

- Would residents be charged for use of the communal areas
- Could more details be provide about co-working space
- Would the development include any play areas for children
- Would a wind assessment be undertaken
- Had any discussions taken place with Network Rail, as adjoining land owners
- The old Marsh Lane Railway Station, were there any proposals to bring it (and / or the disused railways arches) back into use.
- The development would result in the loss of car parking spaces within the area – where would these vehicles be displaced to
- Referring to the landscape proposals could full hedges be provided, not shrubs and also could interactive play areas / edible beds be created and noise attenuation measures be included as part of the landscaping provision

In responding to the issues raised, the applicant's representative and council officers said:

- Members were informed that the intention was for the communal spaces to be well used and get people into the site. There was no charge for use of the communal space.

- Members were informed that co-working space was flexible work space for start - up businesses or for people working from home. Meeting rooms and other work spaces are intended to be available for hire.
- The development did include some family accommodation but as yet, there were no proposals for a children's play area.
- It is envisaged that the commercial space could include some pharmaceutical and medical surgery provision, as it is known that there is need within the wider area.
- It was confirmed that a wind study would accompany any formal application.
- It was understood Network Rail were supportive of the development because it would enhance their land.
- Members were informed that the use of the old Marsh Lane Railway Station had not been considered because it was not in the ownership of the developers. The City Centre Team Leader said it was for Network Rail to determine if it was feasible to reopen the station; however, the proposal would be subject to a transport assessment which would inform the nature and need for any public transport improvements to serve the site.
- The LCC Highways officer confirmed that a traffic impact assessment had not been undertaken at this stage but suggested pay & display parking and resident permit parking may be considered if a need was identified. This will also incorporate some consideration of plans for access and egress from the site onto the surrounding main arterial roads to the City Centre.
- Members were informed that landscape measures could include full hedges and edible beds, as an innovative approach is envisaged for the development as a whole.
- The development was located within the City Centre so noise would be an issue and mechanical ventilation was being considered.
- It is intended to work towards achieving carbon neutrality as part of the development as far as possible.

In offering comments Members raised the following issues:

- Members welcomed the further regeneration of Richmond Hill
- Members welcomed a potential opportunity for a rail halt
- Could proposals for carbon reduction be included in any subsequent planning application

In drawing the discussion to a conclusion Members provided the following feedback;

- Members were supportive of the principles of the development
- Members were supportive of the emerging scale, massing and design of the proposals
- Members were generally supportive of the emerging landscape scheme but also requested the provision of: hedges, child friendly areas, handrails to the stepped areas and wheelchair accessibility.

- Subject to the submission of a Transport Assessment, Members were supportive of the approach to car and cycle parking provision.

The Chair thanked the developers for their attendance and presentation suggesting that Members appeared to be generally supportive of the scheme.

#### **RESOLVED –**

- (i) To note the details contained in the pre-application presentation
- (ii) That the developers be thanked for their attendance and presentation

#### **151 PREAPP/18/00316 - PRE-APPLICATION PRESENTATION FOR FULL PLANNING APPLICATION FOR 348 APARTMENTS WITH ANCILLARY OFFICE AND COMMERCIAL USES AT QUARRY HILL/SAINT CECILIA ST, LEEDS.**

The Chief Planning Officer submitted a report which set out details of a pre-application proposal for full planning consent for 348 apartments with ancillary office and commercial uses at Quarry Hill / Saint Cecilia Street, Leeds.

Members visited the site prior to the meeting. Site photographs and plans were displayed and referred to throughout the discussion of the application.

The applicant's representatives addressed the Panel, speaking in detail about the proposal and highlighted the following:

- Site / location/ context
- City Centre location
- The proposal was to construct three towers ranging in height from 16 to 21 storeys
- Residential development for 348 apartments (Built to Rent)
- Apartment mix: 33 studios (9.5%), 143 one bed (41.1%), 151 two bed (43.4%) and 21 three bed (6%) apartments.
- Ancillary office and commercial space use (Ground floor on three levels)
- Building form, proportions and materials influenced by adjacent buildings
- Plinth element to base
- 78 car parking spaces (21%)
- Cycle parking, one space per apartment
- Potential to link to Leeds District Heating System
- Access and public realm arrangements
- Landscaping, dense landscape buffer, links to Leeds habitat network

Members raised the following questions:

- The proposed habitat network link appeared to be a thin piece of currently unused land
- The base-ground appears to currently comprise rubble and so is the ground actually suitable to be built on for residential purposes
- The development was alongside an urban motorway, would a noise survey be commissioned
- Would the pedestrian bridge across the A64 to Mabgate be improved
- Could an air quality survey be undertaken
- Could Ward Members be consulted about the parking implications for the area
- It was suggested that light penetration at the lower levels may be an issue
- A number of Members considered the proposed red brick was too dark / bland, could lighter materials be considered
- The design of the towers, could more of a “feature building” be created such as using terracotta dressings to the brickwork
- The development would still generate car parking requirements and some potential displacement of parking within the area – where would these vehicles be displaced to
- There is no provision of real amenity or green space, but needs to be space that residents can use in a meaningful way

In responding to the issues raised, the applicant’s representative and council officer’s said:

- Members were informed that, with the appropriate treatment and tree planting, the area would be more sustainable as a wildlife habitat
- It was confirmed that a noise survey would be undertaken, it was also intended that the building would be sealed and incorporate a mechanical ventilation system to reduce outside noise
- Members were informed that the developers were “keen” to enhance the arrival experience and improvements to the bridge would be considered
- The developers confirmed that an air quality survey would be undertaken and mitigation measures to decrease pollution at higher levels considered as part of the detailed design stage
- The developer confirmed that a parking assessment would be undertaken to determine parking levels in the area
- The developer confirmed that the first level of residential units were above road level
- The developer confirmed that over 400sqm of amenity space is planned within the building, as well as commercial spaces which could incorporate a café / deli or similar to generate a real sense of “community” – all of which will be confirmed in further detail at the later design stage
- Members were informed that a mix of materials was proposed, red brick was selected because it “weathered well” but given the comments made by Members other lighter materials could be considered

- The Environment & Design Officer, LCC suggested that the concept of the towers was good, it may be possible to work with the architect and make subtle changes and work up the hierarchy of the space

In offering comments Members raised the following issues:

- Members were generally not supportive of the red brick and suggested the use of lighter materials
- Proposals for carbon reduction should be exemplar in any subsequent planning application
- The Panel were of the view that, in general, tall buildings required a quality design
- One Member suggested the site was too small for the amount of proposed development
- Further details were required in respect of the landscape proposals
- Further details were required in respect of the amenity space
- More clarification was required around suggestions of “unusable space”

In drawing the discussion to a conclusion Members provided the following feedback;

- Members were supportive with the principle of a primary residential development on this site, with secondary office and commercial uses
- The majority of Members were generally supportive of the appearance and scale of the proposed buildings.
- Members suggested making the exterior of the building lighter in appearance and also made the general comment that tall buildings required a quality design
- In respect of the landscaping proposals, Members suggested that further information was required
- Members considered that more details were required in respect of the level of residential and neighbour amenity proposed. Further details were also required around noise mitigation measures
- Members were of the view that the proposed housing density and mix was acceptable for the site
- Members were supportive of the proposed level of parking provision and the approach to sustainable transport

The Chair thanked the developers for their attendance and presentation suggesting that Members appeared to be generally supportive of the scheme

#### **RESOLVED –**

- (i) To note the details contained in the pre-application presentation
- (ii) That the developers be thanked for their attendance and presentation

**152 PREAPP/18/00525 - UPDATE ON PRE-APPLICATION PRESENTATION (14TH FEBRUARY 2019) FOR RESERVED MATTERS (SCALE, APPEARANCE AND LANDSCAPING) FOR NEW MULTI STOREY CAR PARK AND IMPACT ON EXTANT OUTLINE PERMISSION AT QUARRY HILL PHASE 2 (SOYO)**

With reference to the meeting of 14<sup>th</sup> February 2019 when Members received a pre-application proposal for reserved matters (Scale and appearance and landscaping) for new multi-storey car park and impact on extant outline permission at Quarry Hill, Leeds Phase 2 (SOYO).

Members were generally supportive of the proposals with the exception of the removal of the requirement to make available an additional 100 parking spaces for short stay use after 6.00pm.

The Chief Planning Officer now submitted a report indicating that the developers had considered the matter further and were now prepared to retain the obligation - thereby ensuring that a minimum of 350 short – stay spaces would be available in the car park at 6.00pm and the wording of the existing Section 106 Agreement in this regard would remain unchanged.

In the discussion that followed Members were supportive of the amendments and provided the following feedback;

- Members were supportive of the proposed amendments to the Section 106 Agreement
- Members were satisfied that the Reserved Matters application for the Multi-storey car park (MSCP) could be dealt with under delegated powers
- Members were satisfied that the Non-Material Amendment application could be dealt with under delegated powers
- Members were satisfied that the associated variations to the existing Section 106 Agreement could be dealt with under delegated powers

The Chair thanked the developers for their attendance and presentation.

**RESOLVED –**

- (i) That the update on a pre-application proposal be noted
- (ii) That the developers be thanked for their attendance and presentation

**153 Application No. 18/05017/FU - Removal of condition 50 (MLLR delivery) of approval 16/07938/OT, on land Between Barrowby Lane and Manston Lane, Thorpe Park, Leeds**

The Chief Planning Officer submitted a report which provided an update in respect of an application for the removal of Condition 50 (MLLR delivery) of

approval 16/07938/OT on land between Barrowby Lane and Manston Lane, Thorpe Park, Leeds.

Members noted that this report had been submitted as part of the agreement to bring regular updates to Panel regarding the Manston Lane Link Road (MLLR).

It was reported there had been a slight slippage to the schedule with an anticipated completion for the MLLR project of 18<sup>th</sup> April 2019

**RESOLVED –**

- (i) That the contents of the report be noted.
- (ii) To note that revised anticipated completion for the MLLR project was now 18<sup>th</sup> April 2019

**154 Date and Time of Next Meeting**

**RESOLVED –** To note that the next meeting will take place on Thursday, 18<sup>th</sup> April 2019 at 1.30pm in the Civic Hall, Leeds

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