

CITY PLANS PANEL

THURSDAY, 4TH OCTOBER, 2018

PRESENT: Councillor J McKenna in the Chair

Councillors D Blackburn, T Leadley,
N Walshaw, C Campbell, A Khan,
A Garthwaite, P Carlill, C Gruen,
J Goddard, B Anderson, D Cohen and
P Wadsworth

A Member's site visit was held in connection with the following applications:
PREAPP/18/00484 – Leeds and Bradford Airport, Leeds, Application
No.18/05310/FU, 18/05018/FU and 18/05019/FU – Thorpe Park, Leeds and
Application No. 17/02594/OT – Land off Racecourse Approach, Wetherby and
was attended by the following Councillors: J Mckenna, C Campbell, P
Wadsworth, A Khan, D Blackburn, C Gruen, A Garthwaite, T Leadley, B
Anderson and J Goddard

61 Appeals Against Refusal of Inspection of Documents

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

62 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 transacted.

63 Late Items

There were no late items identified at the meeting.

64 Declarations of Disclosable Pecuniary Interests

There were no declarations of disclosable pecuniary interests made at the
meeting.

65 Apologies for Absence

Apologies for absence were received from Councillor E Nash.

66 Minutes of the Previous Meeting

The Minutes of the previous meeting held on 13th September 2018 were
submitted for comment / approval.

RESOLVED – That the minutes of the previous meeting held on 13th
September 2018 be accepted as a true and correct record.

67 Matter Arising from the Minutes

There were no issues raised under Matters Arising.

68 Application No. 18/05017/FU, 18/05018/OT, 18/05019/FU and 18/05310/FU - Removal and Variations of Conditions on land between Barrowby Lane and Manston Lane, Thorpe Park, Leeds, LS15 8ZB

The Chief Planning Officer submitted a report which set out details of a number of applications which sought:

- (i) The removal of condition 50 (MLLR delivery) of approval 16/07938/OT, on land Between Barrowby Lane and Manston Lane, Thorpe Park, Leeds (Application 18/05017/FU)
- (ii) The removal of condition 3 (Highway detail) of approval 17/04055/FU (Detailed application for the MLLR (East - West Route), on land at Thorpe Park, Leeds (Application 18/05018/FU)
- (iii) The removal of condition 3 (Highway detail) of approval 14/01216/FU (Detailed application for the MLLR (North - South Route), on land at Thorpe Park Link Road, Austhorpe, Leeds (Application 18/05019/FU)
- (iv) A variation of conditions 23, 24, 25 and 28 of approval 16/07938/OT to permit conditions 23 and 24 to be amended to prescribe a specified proportion of A1 comparison retail floorspace to be provided within units below 480 sq.m GEA; condition 25 - increase 840 sq.m figure for 'small retail units' to 1,130 sq.m, with no single unit having a floorspace of more than 150 sq.m GEA; condition 28 updated to reflect condition 25 (as above) from the 105 sq.m figure, on land Between Barrowby Lane and Manston Lane, Thorpe Park, Leeds (Application 18/05310/FU)

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

The Planning Officer addressed the Panel, speaking in detail about the proposal and highlighted the following:

- Site location/ context
- Strategic context
- Site layout
- Construction of the Manston Lane Link Road (MLLR) completion date extended to 21st December 2018
- Notwithstanding the removal of condition 50 sought in applications 18/05017/FU and 18/05310/FU, officers were minded to impose a

condition requiring MLLR to be fully complete by 21st December 2018 and for the section between J46 of the M1 and roundabout R2 (the access to the retail park) to be practically complete and open before the non B1 uses are first brought into use.

- Further to the submitted report, Highways England had responded to state no objection subject to condition 50 being varied in the terms set out above, rather than being removed.

The Panel then heard from Councillor P Gruen (Ward Member) who was opposed to the removal of condition No.50 - MLLR delivery date (Application No, 18/05017/FU)

Councillor Gruen informed Members that he was a supporter of the project since its inception and that he would continue to support the scheme. He said it was a matter of detail that the link road should be completed in good time (7th December 2018). It was now proposed that there should be a “backstop date” of 21st December 2018. He suggested that there were a number of reasons why the completion date should not be extended: After 21st December the industry would break for Christmas and the New Year leading to further unacceptable delays, secondly the start of the demolition works for the former Vickers Tank site may be delayed if the link road was not completed, finally in accordance with the planning consent, no new houses could be built in the area until the link road was operational.

Addressing officers Councillor Gruen asked if the obligations of the Section 106 could now be pursued.

Questions to Councillor Gruen

- Do you consider the delay in completing the Manston Lane Link Road (MLLR) to be a huge disappointment

In responding Councillor Gruen said:

- The Manston Lane link road was an important part of the infrastructure and a major link for the development of the whole area

The Chair thanked Councillor Gruen for his attendance and contribution

Members raised the following questions:

- Was there sufficient car park capacity for the development, could more be added if necessary in the future
- What were the contributing factors in the delay in constructing of the link road

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

- The development had parking provision for 911 vehicles which was considered to be sufficient. There were also significant land holdings within the site which could be used in the future if required.
- Members were informed that there was a period of wet weather which delayed the start of construction. As construction progressed a significant number geotechnical issues were encountered (old mining features/ engineering obstacles, 1000+) which led to further delays
- Confirmation was given that a bus service would serve the development and a second would follow, mostly likely in the New Year once the MLLR was complete. Combined these services would exceed the 15 minute requirement as specified within the scheme's Section 106 legal agreement.

In offering comments Members raised the following issues:

- This was a first class development and would bring many employment opportunities to the area
- The MLLR must be open on time or the developers would run into contractual difficulties
- There was a need for a firm backstop date.

The Chief Planning Officer informed Members that a further report would be brought back to Panel if the MLLR was not delivered by 21st December 2018, therefore the need for additional conditions linked to occupation was not necessary at this time.

In summing up the Chair thanked all parties for their attendance and contributions, he said this was an excellent scheme and Members appeared to be supportive of the application.

RESOLVED – That the applications be approved in principle (subject to the varied wording to condition 50 for applications 18/05017/FU and 18/05310/FU) following the expiry of the formal publicity period on 9th October 2018 and referred to the Secretary of State for the Department of Communities and Local Government as a Departure from the Statutory Development Plan and for consultation under the Town and Country Planning (Consultation) (England) Direction 2009 (applicable to applications 18/05017/FU and 18/05310/FU), and delegate approval to the Chief Planning Officer subject to the suggested conditions (and any others which he might consider appropriate) and the completion of Deeds of Variation to the existing Section 106 Agreements, including proposed amendments, so their obligations apply equally to the varied permissions (Appendix No.1 of the submitted report referred) should the Secretary of State decide not to call the applications in for determination.

The obligations to be contained in the Deeds of Variation attached to applications: 18/05017/FU and 18/05310/FU are to secure the following:

- No non-B1 development, nor any B1 office development of 37,000sqm or greater shall be first brought into use until all land (currently identified for

indicative purposes in the Expansion Layout) reasonably necessary to deliver the best strategic route through the development to accommodate both strategic (ELOR) traffic while also serving the development including the associated junction alterations has been dedicated as public highway.

- Ecological mitigation contribution of £5,000 at first occupation of any development and every subsequent year for 9 years (total of £50,000 index linked).
- Delivery of agreed Public Transport Strategy (including provision of 2 x bus shelters with associated Real Time Information)
- Public Access to Thorpe Park and the provision of 50 parking spaces within Thorpe Park to be utilised by visitors to the playing pitches within Green Park.
- Compliance with the Local Employment Strategy.
- At first occupation of any retail development and for two subsequent years a contribution of £20,000 that can be used to mitigate against any adverse retail impact in designated local centres.
- Ensure compliance with the Travel Plan and secure a Travel Plan Review Fee of £20,000.
- Delivery of the playing pitches and changing rooms at Green Park within 3 months of an implementable consent for the works and further phased (index linked) contributions for the delivery of the remainder of Green Park.

In the event of the Section 106 Agreement having not been completed within 3 months of the resolution to grant planning permission, the final determination of the application shall be delegated to the Chief Planning Officer.

69 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, LS22.

The Chief Planning Officer submitted a report which provided a position statement in respect of an 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 space at land off Racecourse Approach, Wetherby, Leeds 22.

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

Planning Officers together with the applicant's representatives addressed the Panel, speaking in detail about the proposal and highlighted the following:

- Site location/ context
- The site is proposed to be allocated for residential and education use within the advanced Site Allocation Plan (SAP)
- Adjacent land uses
- Wider context for Wetherby
- Proposal to build 1100 dwellings and a school
- Good pedestrian links to Wetherby Town Centre
- Retention of trees on site
- Archaeological interests on site
- Access points to site
- Beck/ attenuation ponds
- Masterplan: siting of dwellings, school and greenspace provision (Avenue of trees to be retained)
- Preference over location of school

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

Addressing the Panel Councillor Lamb said there were so many things wrong with this site: It was questionable if this site would remain in the Site Allocation Plan (SAP), the site was unsustainable, it was too isolated from Wetherby, pedestrian and cycle access was questionable, the site does not meet the accessibility standards, 400 dwellings would need to be constructed before the proposed school was built, there was no on site provisions for the elderly and there were concerns over air quality given the close proximity to the A1 (M) motorway.

Councillor Lamb said it was his view and that of his Ward colleagues that this was not a sustainable site to be brought forward.

Questions to Councillor Lamb

- Would you agree that the site fails to meet the accessibility standards in terms of access to local services, employment and healthcare
- Should the site go forward following the conclusion of the SAP inquiry
- The proposed new school, if it was to be located to the east of the site, how would access be achieved from children outside the site
- Do you support the principle of development on this site

In responding to the issues raised, Councillor Lamb said:

- The nearest local services were approximately 1400m from the site, there was a motorway service area slightly closer but access from the site to this location could be difficult. An on-site store was proposed but this would not be built in the first phase of the development. In terms of public transport to the site, it is understood there will be one

bus service running every two hours, the service would not run after 5.00pm and there would be no service on Sunday's.

- It would be premature to go ahead at this stage, it was important to receive and understand the Inspectors decision/ recommendations arising from the Site Allocation Plan for the Outer North East area
- This was an isolated location and pupils attending the new school from outside the area would need to make the journey by car.
- Councillor Lamb said he could not support the principle of the development on this site, such a development would completely change the character of Wetherby as a Market Town

The Chair thanked Councillor Lamb for his attendance and contributions.

The Panel then heard from Becky Lomas (Applicants agent) who spoke in support of the proposal

Ms Lomas thanked Members for the opportunity to address the Panel. She said although the application was at an early stage it was in accordance with National Policy. In terms of the impact on the local network, the traffic impact assessment was considered to be acceptable, with the exception of further modelling that was required on two junctions to the west of Wetherby. Members were informed that once complete the development would deliver 35% affordable housing provision. In terms of the location of the school, it was reported that the location was not yet fixed and would be addressed at the Reserved Matters stage

Questions to Ms Lomas

- Why is this application being brought forward now when the Inspectors decision/ recommendations on the Site Allocation Plan is expected in the next few weeks
- Were the developers aware of the Dunningley Lane, Tingley appeal which was dismissed on the grounds of sustainability
- There was a lack of school places in the area, how would children get to school
- How would pedestrians access the Motorway Service Area (MSA) and did the MSA form part of the sustainability assessment
- What were the operating times of the shuttle bus services

In responding to the issues raised, Ms Lomas said:

- Members were informed that the report before Members today was a Position Statement and would no prejudice the delivery of the SAP
- It was reported that the developers were aware of the Dunningley Lane appeal but this site was fundamentally different.
- In terms of school provision in the area, there was evidence that children would walk a reasonable distance to a school (1 mile). There would also be a shuttle bus service and there would also be walking bus routes.

- It was stated that there was existing pedestrian provision to the MSA but that this was not used as a reason to support the sustainability assessment
- Members were informed that the shuttle bus services would operate for a period of 12 hours per day (7.00am until 7.00pm) at 20 minutes frequency.

The Chair thanked Ms Lomas for her attendance and contributions.

Members raised the following questions to officers:

- Was it considered there were sufficient school places in the area and were there opportunities for existing schools to expand
- In a settlement of 800 dwellings, approximately how many primary school places would be required
- Would an air quality assessment be undertaken
- What was the proposed housing mix of the development

In responding to the issues raised, council officers said:

- The Officer in attendance from Children and Families suggested that the provision of a new primary school should create enough school places for the area. In addition there may be other options available if further places were required: Existing Primary Schools in the area may have available places, some schools could be expanded to create two forms of entry, school with an admission limit of 20 pupils could be expanded to 30 and further school provision may become available at existing primary schools (It should be noted that one school in the area required improvement)
- It was reported that 800 dwellings would equate to a one form entry primary school
- It was confirmed that an air quality assessment would be carried out due to the proximity of the A1 (M). There was also an intention to create buffer planting between the site and the road (A1(M))
- Housing mix would comply with Policy H4 (1,2,3 and 4 bed properties)

In offering comments Members raised the following issues:

- It was important to receive and understand the Inspectors decision/ recommendations arising from the Site Allocation Plan.
- Some comparisons to the Dunningley Lane, Tingley appeal (Dismissed on the grounds of sustainability)
- The majority of Members expressed the view that this site was not sustainable, suggesting it was too isolated and could only be accessed by car.
- The applicants would need to demonstrate/ overcome the issues of sustainability
- More retail was required on site
- How would children from off-site access the proposed Primary School

- How could this site make a positive impact to Wetherby
- Area needs to be developed as a whole, discussions are required with neighbouring land owners
- There was an opportunity to do something special/ impressive in terms of carbon emissions and innovative sustainable design

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

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

In summing up the Chair thanked all parties for their attendance and contributions, suggesting there were some real concerns about future development of this site. It would also be beneficial to await the Inspectors decision/ recommendations in respect of the Site Allocation Plan.

RESOLVED – That the contents of the report be noted

70 Application No. 18/04016/COND - Discharge of condition 26 (details of public artwork) of planning permission 17/03618/FU for a new multi-disciplinary physics and computing building incorporating alterations and extensions to the Old Mining Building, University of Leeds, Woodhouse Lane, Leeds

With reference to the meeting of 31st August 2017 and the decision to approve the application with a request that the City Plans Panel be consulted on the proposed artwork to the gable end facing Woodhouse Lane.

The Chief Planning Officer now submitted a report which set out details of the application which sought to discharge Condition No.26 (Details of Public Artwork) for a new multi-disciplinary physics and computing building

incorporating alterations and extensions to the Old Mining Building, University of Leeds, Woodhouse Lane, Leeds.

Site photographs, plans and drawings were displayed and referred to throughout the discussion of the application.

The Planning Officer addressed the Panel, speaking in detail about the proposal and highlighted the following:

- Planning consent was granted in August 2017
- Site location/ context
- Five storey extension to existing Listed Building
- Materials – reconstituted stone
- Proposed artwork to gable end wall would be a sculpture formed in anodised aluminium bars and flat-bar with a mixture of clear, brass, bronze and stainless steel finish

There were no questions raised by Members

In offering comment:

- Members were supportive of the proposed artwork

In summing up the Chair thanked all parties for their attendance and contributions, suggesting that the artwork would be a real feature to the building.

RESOLVED – That the proposed artwork be approved as detailed in the submitted drawings: SK(0)(002, SK(0)(003, SK(0)(004, SK(0)(005, SK(0)(006, SK(0)(007 and SK(0)(008

71 PREAPP/18/00484 - Pre Application Presentation for two storey (part three storey) airport terminal extension building (area 4500msq) at Leeds Bradford International Airport

The Chief Planning Officer submitted a report which set out details of a pre-application proposal for a two storey (Part three storey) airport terminal extension building (Area 4,500m.sq) at Leeds Bradford International Airport.

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:

- Currently the airport handled 4m passengers per year, anticipated 25% increase in passenger numbers within the next 5 years
- Ageing infrastructure operating at capacity
- No capacity for long haul or wide bodied aircraft

- Increased baggage reclaim
- Increase in gate capacity
- Additional departure lounge
- Two storey (Part three storey) airport terminal extension building (Area 4,500m.sq)
- Materials – Glazing/ cladding system
- Landscaping/ hardstanding
- Completion date summer 2020

Members raised the following questions:

- How would passengers exiting the new arrivals block gain access to the taxi/ public transport areas
- How would construction deliveries be managed
- Could material samples be supplied

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

- The applicants representative said the proposal was to fill in the goods yard area and extend a route around the outside of the building to access the taxi/ public transport areas
- It was reported that discussions were ongoing with a main developer who had experience of delivering major schemes, the intention was to create an extensive compound with deliveries being made off peak
- It was confirmed that material samples would be supplied

In offering comments Members raised the following issues:

- Members were generally supportive of the application
- The timescale for completion appeared to be challenging
- Further details were required in respect of the new arrivals block
- Exiting the new arrivals block, passengers want easy access to taxi / public transport areas
- Heavy/bulky plant and materials need to be delivered off peak
- Quality landscape scheme required including the provision of seating
- Important to retain the one hour free car parking facility
- Further information was required on the potential impact on amenities from flight noise and increased travel

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

- Members considered the principles of the development to be appropriate
- Members were supportive of the emerging scale, massing and design of the proposals
- That close liaison with Ward Members be undertaken in respect of the deed of variation and car parking matters

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

72 Date and Time of Next Meeting

RESOLVED – To note that the next meeting will take place on Thursday 25th October 2018 at 1.30pm in the Civic Hall, Leeds.