

CITY PLANS PANEL

THURSDAY, 29TH AUGUST, 2019

PRESENT: Councillor J McKenna in the Chair

Councillors C Campbell, P Carlill, D Cohen,
A Garthwaite, C Gruen, A Khan, E Nash,
P Wadsworth, N Walshaw, G Latty and
P Gruen

34 Appeals Against Refusal of Inspection of Documents

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

35 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.

36 Late Items

Although there were no late items of business, the Chair did accept the inclusion of supplementary information in respect of Agenda Item No.8 – Racecourse Approach, Application No.17/02594/OT - (Two photographs of the proposed location of vehicular access to the site, supplied by a local Ward Member who was objecting to the application) – Minute No. 41 referred.

37 Declarations of Disclosable Pecuniary Interests

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

38 Apologies for Absence

Apologies for absence were received from Councillor D Blackburn

39 Minutes of the Previous Meeting

The minutes of the previous meeting held on 18th July 2019 were submitted for comment/ approval.

Referring to Minute No. 30 Councillor Nash required a number of amendments to the following sentence so to read as follows:

“the species of tree to be used would include: a variety of Birch trees, Hawthorn, Rowan, Horse Chestnut and Lime trees, there was also a suggestion that a number of Giant Sequoia trees may be planted”

RESOLVED – That, with the inclusion of the above the minutes of the previous meeting held on 18th July 2019 be agreed as a true and correct record.

40 Matters Arising from the Minutes

With reference to Minute No. 30 (Pre application proposal for the City Centre Park) - Councillor P Gruen welcomed the setting up of a Members training session covering landscape and tree planting practice, but the one suggested date for the training session was insufficient and it was requested that alternative dates be provided.

Officers confirmed that further dates would be explored.

41 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 28th March 2019 and the decision to defer determination of the application to await further information on: the principle of the development within the Site Allocation Plan (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 and Ward Members.

The Chief Planning Officer now submitted a report which sought to address the matters previously raised by Members. It also included information provided by the applicant, together with additional representations which had been received.

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

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

- Site/ location/context
- Site adjacent to Wetherby Racecourse and open green land
- SAP now adopted (10th July 2019) and therefore able to be given full weight by Members
- This is an outline application, approval is being sought for the principle of development and means of access only
- Up to date Masterplan, some parcels of land within the wider SAP allocation are not within the application site
- The proposal is for a new community comprising up to 800 dwellings, a convenience store, primary school and public open space.
- Flood risk / ecology, a beck runs through the middle of the site

- Connectivity within the site
- Consultation with Ward Members
- 3 means of access
- Enhanced access to South West corner of the site (SAP requirement)
- Vehicular access via Carr Lane
- Sustainability of site
- Provision of a shuttle bus at 20 minute intervals
- Developers to deliver a range of house types
- Possible location of the primary school

The Chief Planning officer reported that since the previous meeting, further additional representations had been received:

Wetherby Ward Members remained of the view that a variety of issues had not been addressed: there had still been very limited consultation undertaken, school provision was a concern, the climate change agenda called into question the sustainability of the site, a comprehensive Masterplan had not been provided and the proposed vehicular access arrangements onto York Road were inadequate.

Wetherby Town Council said that the views of local residents had been ignored, vehicular access onto York Road was a concern, improvements proposed to Carr Lane could not be delivered and the proposed development was not in accordance with the Neighbourhood Plan.

Better Wetherby were of the view that the information provided by the applicant in respect of the proposed shuttle bus was optimistic, there was no public transport link, vehicular access onto York Road was a concern, impact on Wetherby Town Centre would be substantial, concerns around sustainability had not been met, there was pressure on school places within the area and consultation with Ward Members, Town Councillors and local residents was inadequate.

Ward Members for Harewood and Collingham were of the view that the development would have an adverse impact on Harewood and Collingham, education and community medical provision remains inadequate to support the additional demand arising from the development and the climate change agenda calls into question the sustainability of the site.

It was also reported that 11 further objections had been received referring to: amongst other matters: the impact on the local infrastructure, that the traffic assessment was flawed, the proposed development was close to a Young Offenders Institute, the proposal would create a separate community and this was not a sustainable site.

The Panel then heard from Councillor A Lamb (Ward Councillor) and Mr P Catton and Ms I McLaughlin who spoke against the proposal.

Addressing the Panel Councillor Lamb said it was the view of Ward Members and local residents that this site should not be allocated for housing purposes

and that the application proposal did not meet the SAP requirements. The proposed vehicular access arrangements at Carr Lane are incredibly dangerous, the accessibility standards within the Core Strategy had not been met, the proposed provision of a shuttle bus was considered to be inadequate, all residents would require access to a motor vehicle and thus the development will be incompatible with the Council's declaration of a Climate Change Emergency, the site is too isolated and not sustainable, proper consultation by the developer had not been carried out and there are a number of strategic issues which require addressing and should not wait until the Reserved Matters stage.

Questions to Councillor Lamb, Mr Catton and Ms McLaughlin

- Were the proposals for this site in keeping with the City Council's policy on climate emergency
- Were there any flooding issues associated with this site and was Carr Lane a suitable vehicular access point
- Could the consultation with the local community have been better
- Are the concerns around public transport provision justifiable, particularly relating to the inadequacy of the proposed hopper bus service

In responding to the issues raised, Councillor Lamb/ Mr Catton and Ms McLaughlin said:

- It is the policy of the City Council that they wish to be carbon neutral by 2030. The majority of the pollutants are created by transport, domestic heating, construction materials used and industrial processes. Residents living on the new development will all have to travel to and from the site by motor vehicle which is not compatible with the declaration of a Climate Change Emergency.
- Members were informed that 90% of the site was within the flood risk zone, thus it is unacceptable that managing the flood risk will only be dealt with at Reserved Matters stage.
- The Carr Lane vehicular access point was a concern, traffic was fast moving along this stretch of road and reaction time for vehicles turning right out of the site was challenging.
- Any large planning scheme should be developed in consultation with the local community. On this particular site, only a single consultation session took place with local residents and a single discussion with the Town Council. Requests from Better Wetherby to meet with the developer were refused. A Consultative Forum should have been established.
- There is no rail station in Wetherby and, realistically, people will not use the hopper bus to get into Wetherby to take an onward bus to Leeds or York.
- The proposed shuttle bus service which would loop the site and then into Wetherby Town Centre would struggle to achieve the suggested 20 minute turn round time. The Travel Report alludes to this also.

- It is accepted that the site is allocated within the SAP, but this does not mean that consent must be granted. Due to the scale of the proposal, it is important that there is an understanding of what the wider site will comprise and provision of a comprehensive Masterplan.

The Chair thanked Councillor Lamb and Mr Catton and Ms McLaughlin for their attendance and contributions.

The Panel then heard from Mark Johnson (Applicant's agent) who spoke in support of the proposal.

Mr Johnson informed Members that a lot of work had been undertaken since the meeting in March 2019 with a major consultation event having taken place recently in the centre of Wetherby. Responding on the suggestion to set up a Consultative Forum, Mr Johnson welcomed the proposal and also suggested that the applicants would also be agreeable to meeting with the Town Council. Further consultation would inevitably be undertaken were the proposal to proceed beyond the outline application stage. Commenting on the development proposals, Mr Johnson confirmed that a two form of entry primary school would be provided on site, exact location to be confirmed at a later date together with a convenience store. This would come early to site, thus reducing concerns regarding access and sustainability. A hopper bus would provide public transport around the site and then into the centre of Wetherby. This would be funded for a 10 year period, after which it was assumed the service would be self-funded. The timings for the hopper bus have been tested and shown to be achievable. Commenting on the issue of house types, Mr Johnson said that would be clarified at the Reserved Matters stage. Mr Johnson confirmed that the developer would always work in compliance with the Council's policies relating to climate change and such matters would be clarified at the Reserved Matters stage.

Questions to Mr Johnson

- Did the developers have in their ownership the necessary land to provide a comprehensive development, was there any written undertakings/ contractual arrangements in place to deliver the proposals, in particular could the vehicle access arrangements delivered
- Where was the affordable housing provision located
- This is an isolated site, do you consider it to be suitable for both younger and older people
- Can clarification be given as to whether the hopper bus service is deliverable and achievable
- Is there any indication as to where the school is to be located and the responsibility for practically delivering on the same
- Has consideration been given to the location of the commercial unit and whether this is a sustainable location for the same
- What is the envisaged build rate for the development of the houses

In responding to the issues raised, Mr Johnson said:

- Members were informed that not all the land was in the ownership of the developer. However, commitments had been received from land owners that the land would be made available at the appropriate time. Detail was given regarding the occupation of part of the wider site for a temporary car wash, but with the hope that this could also come forward and be developed independently at a later date.
- Referring to the vehicular access on York Road, Members were assured that the necessary access could be delivered at the appropriate time through a Section 278 Agreement.
- Members were informed that the affordable housing provision (35%) would be pepper-potted through-out each phase of the development.
- Regarding housing for older people, the intention is to create a site with a wholly inclusive community rather than stipulate that dwellings will be available for a specific sector of the population.
- Public transport would be provided by the provision of a hopper bus which would run at 20 minute intervals. An independent test had been undertaken by a 3rd party bus operator which evidenced that a 20-minute frequency service is achievable. West Yorkshire Combined Authority have also confirmed it is content that the hopper service would be viable.
- A commitment had been made to provide education provision but the location of the school was still to be determined. Provision of the necessary land for the primary school to the Council is not foreseen as raising a difficulty. Significant financial contributions are intended from the developer via the s106 agreement and Community Infrastructure Levy, which will assist with the necessary education provision.
- The location of the commercial unit, taking into account viability considerations, can be revisited at Reserved Matters stage.
- Members were informed that it was anticipated that between 80 – 100 houses would be delivered each year.
- The site is sustainable in terms of accessibility, with the provision for 3 vehicle accesses and suitable pedestrian / cycle ways as well as pedestrian / cycle access points.

Members raised the following questions to officers:

- Referring to the SAP process, was this site suitable for housing development and considered sustainable
- The school provision, could this be delivered at an early stage
- The submitted report recognises that the site fails to meet the Core Strategy Accessibility Standards with regards to access to local services, Employment, Health Care and Town/ City Centres
- It was a requirement of SAP that an access point must be created onto York Road
- The SAP refers to the whole site, so amendments to the Masterplan are required to cover any enhanced works

In responding to the issues raised, Planning Officers said:

- The Chief Planning Officer confirmed that Wetherby had been identified as a suitable location for housing growth within the Core Strategy as early as 2014. This was identified as the best site in Wetherby, it was adjacent to a major settlement, and other sites were not considered satisfactory due to flood risk and possible site contaminants. Much work had been done by officers to identify this as a suitable housing site, with this then confirmed when the SAP was found sound by the Planning Inspector. This clarifies clearly that the principle of development on this site is acceptable.
- The Planning Manager, Children & Families, said there were a number of options to address school demand for the area: Provide a new school on site or expand existing schools in the area. The preference would be to provide a new school on site due to the size of the development, but it is always needed to revisit projections and know the demand for places from a new residential development before a commitment can be given to that. The intention is to build a school on-site, provided the demand is proved to be there. There would be reluctance to reduce attendance at existing schools and adversely impact on attendance there if the demand is later proved not to exist.
- Members were informed that the Masterplan reserves the position because of the work to be done (Condition No.5) and this is sufficient for outline purposes. An amendment to the Masterplan is required but this can only be delivered once third party land comes forward. The Reserved Matters stage will provide an opportunity for all outstanding matters to be considered.
- Officers confirmed it may be possible to deliver improvement works to Carr Lane by condition or some other appropriate mechanism.
- Members were informed that Phase One of the development could be delivered without vehicular access at Carr Lane, but further development could not take place until vehicular access is achieved.
- Officers confirmed that the levels of cycle and pedestrian access required under the SAP are being delivered, thus that the proposal fulfils these access requirements sufficiently.

In offering comments Members raised the following issues:

- This site is identified for housing growth within the SAP and thus the principle of housing development on the site has clearly been established
- Many other sites in the Wetherby area were considered but were determined to be unsuitable
- This site is not in the Green Belt
- This is an outline planning application and seeks approval for the principle of the development and means of access only
- Access from York Road must be provided and it is the view of Members that this vehicular access must be provided at an early stage and that development should not proceed until the necessary infrastructure was in place

- An amended Masterplan is required
- There is a need to know the proposed house types and ensure that the build and design quality of the development as a whole is of an acceptable quality – this should be the focus for Members now, not the principle of development on the site per se
- There is a need to provide a quality sustainable product
- There was a need to reflect the health and climate change agenda that seeks a holistic approach to development (zero carbon development) – Key discussions need to take place at the Reserved Matters stage
- An undertaking is required that a school will be provided
- The shuttle bus service requires further clarification
- This site has the potential to generate more car journeys and services throughout Wetherby may need to be enhanced: road network, car parking, health provision and school provision to accommodate any new development
- The development of up to 1100 dwellings on this site will have a significant impact on the residents of Wetherby
- Some requirements of the SAP have not been met and currently this is not a sustainable proposal
- Accessibility remains a concern, as this will be a car dependant location and both York Road and Carr Lane accesses remain a concern
- Very little progress has been achieved since the meeting in March 2019

In summing up, the Chair thanked all parties for their attendance and contributions, commenting that many relevant points had been raised. Access onto York Road clearly remains a fundamental issue. Following a suggestion by officers, Members expressed the view that outline planning approval should only be granted subject to the delivery of vehicular access into the site from York Road before the development could proceed beyond its initial phase.

The Chair also suggested that the climate change emergency had changed the planning agenda in Leeds and if the application was to proceed applicants should come forward with suitable zero carbon proposals.

It was moved by Councillor P Gruen and seconded by Councillor N Walshaw that the application be deferred and delegated to the Chief Planning Officer for approval subject to the delivery of a vehicular access into the site from York Road before the development could proceed beyond its initial phase. This is justified by the need for the proposal to meet the SAP Site requirements.

Upon being put to the vote:

RESOLVED –

(i) That the application be deferred and delegated to the Chief Planning Officer for approval subject to the submission of an amended Masterplan and Access Parameter Plan and following the delivery of a vehicular access into the site from York Road to meet the SAP Site Requirements (mechanism by which the vehicular access can be delivered by the applicant and how this is controlled be through the Section 106 Agreement or by condition (whichever is most appropriate) and subject to the conditions specified in the submitted report (and any other conditions which the Chief Planning Officer may consider appropriate) the following and the prior completion of a section 106 Agreement to cover the following obligations:

- Provision of 35% affordable housing on site;
- Primary Education Contribution of £2.7 million (phased payments to be agreed) and Transfer of Land for Primary School upon commencement of development, with construction of an access road at an agreed timescale;
- Provision of shuttle bus fully funded for 10 years (£150,000 pa);
- Contribution of £61,700 towards Harrogate Road corridor cumulative impact;
- Contribution of £55,000 towards Racecourse Approach 40mph speed limit;
- Contribution of £41,000 toward Bus Shelters and Displays;
- Contribution of £7,000 towards a TRO for York Road parking;
- Sustainable Travel Fund - £396,000 (based on 800 dwellings);
- £30,000 for mitigation measures if residential model split targets are not met;
- Completion of access road up to adjoining development sites
- Marketing strategy of retail unit prior to occupation of 400th dwelling and operationally available by occupation of 500th dwelling;
- Residential Travel Plan and Monitoring Fee of £6,000;
- School Travel Plan and Monitoring Fee of £2,500;
- Maintenance of Greenspace and SuDS;
- Contribution of £16,000 towards other public footpath and bridleway enhancements; and
- Employment and Training.

(ii) In the event of the Section 106 Agreement not having 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.

(Subsequent to the above resolution, Councillor D Cohen and seconded by Councillor P Wadsworth proposed a secondary motion to be put to the vote that the application be refused on the grounds that the SAP requirements had not been met, this was not a sustainable proposal and vehicular access onto

York Road was a fundamental concern. Upon being put to the vote, that motion was not supported).

42 Application No. 18/01276/FU - Residential development of 217 apartments and ancillary facilities with undercroft parking at the junction of Regent Street and Skinner Lane, Sheepscar, Leeds Leeds 2.

The Chief Planning Officer submitted a report which set out details of an application for residential development of 217 apartments and ancillary facilities with undercroft parking at the junction of Regent Street and Skinner Lane, Sheepscar, Leeds 2.

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

- Site / location/ context
- The site had remained vacant for a period of 10 years
- The building would be part 9, part 11 storeys in height, including a set-back top two storeys, the height in keeping with other buildings within the area.
- The proposal is for residential development comprising 217 dwellings; 159 x one bed flats, 50 x two bed flats and 8x three bed flats (Correction to the figures listed within the submitted report)
- Undercroft parking
- Cycle and bin storage area
- Accommodation begins on first floor level
- Glazed active frontage at ground floor level
- Materials – Glazing and tiles at lower levels, aluminium copper detailing, brick and lighter glazed materials on the upper floors
- 7% affordable housing
- Discussions regarding wind micro-climate were ongoing between the Council's wind consultant and the applicant's wind consultants. The applicant's wind study states that the proposal would not lead to additional wind safety issues in the surrounding area.

Members raised the following questions:

- How many studio flats were proposed and what was the size of these flats
- Referring to the housing mix, it was suggested the number of three bedroom flats within the proposed development (8) was very low and not in accordance with Council Policy
- Could consideration be given to the use of living / green walls
- What species of trees were to be planted and were there any proposals to include tree in planters

In responding to the issues raised, Planning Officers / the applicant's representatives said:

- Members were informed that there were 73 studio flats proposed, each studio flat was 37sqm in size and therefore in compliance with national space standards.
- Members were informed that the policy in respect of 3 bedroom flats was 20%, however, this is a policy which applies City-wide and can be applied with discretion across the City. It is not always achievable to achieve the 20% requirement within the City Centre and it was the view of officers that this was an insufficient reason to recommend refusal of an application in this instance, taking into account the local circumstances and demographic.
- The applicant's representative said the use of living / green walls would be considered. Further, additional planting has been incorporated on the roof of the development and the main frontage.
- Members were informed that predominantly cherry and rowan trees would be planted with sufficient root space to gather water.

In offering comments Members raised the following issues:

- Members were generally supportive of the application
- The housing mix required addressing strategically, loneliness was becoming an important issue and having a greater housing mix may address this issue.

The Chief Planning officer said that housing mix was under the remit of the Local Plans' process which was reviewed every 5 years. There will therefore be the opportunity to review this in the future.

The Chair suggested that the issue of housing mix be included as an item at the next meeting of the Development Plan Panel.

In summing up, the Chair thanked all parties for their attendance and contributions, commenting that Members appeared to be generally supportive of the application.

RESOLVED –

- (i) That the application be deferred and delegated to the Chief Planning Officer for approval subject to the resolution of detailed wind micro-climate discussions, the conditions set out in Appendix No. 1 of the submitted report, with the inclusion of an additional condition requiring the provision of a living/green wall (and any others which he might consider appropriate) and the completion of a Section 106 agreement to include the following obligations:
 - Affordable Housing 7% on-site in a pro-rata mix of units split 60:40 lower decile:lower quartile

- Residential Travel Plan Fund for residents at the site £35,945
 - Leeds City Council car club free trial membership and usage package for residents at the site £19,000
 - Travel plan monitoring fee £3,732
 - Cooperation with local jobs and skills initiatives
- (ii) In the event of the Section 106 Agreement not having 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.

43 PREAPP/19/00161- Pre-application presentation for full planning permission for a 14 storey hotel (Use Class C1) with associated ancillary restaurant and small scale conferencing uses at land between the Eastgate Roundabout, Dyer Street and the A61 to the east of the Victoria Gate multi storey car park, Leeds 2.

The Chief Planning Officer submitted a report which set out details of a pre-application proposal for full planning permission for a 14 storey hotel (Use Class C1) with associated ancillary restaurant and small scale conferencing uses at land between the Eastgate Roundabout, Dyer Street and the A61 to the east of Victoria Gate multi storey car park, Leeds 2.

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
- Heritage setting, Grade II Listed former petrol filling station located on the near-by roundabout and with long views along St Peters Street of the Grade I Listed Leeds Minster
- The proposal seeks to create a 205 bed hotel, 14 storey's in height
- Ancillary use at ground and first for levels: conference space and restaurant use
- Proposed 40sqm digital advertising screen to be integrated into the façade of the building
- Service provision, pick-up and drop-off arrangements
- Car parking provision should be available in the local area

Members raised the following questions:

- Could more details be provided about the service arrangements
- Was there any connectivity to the Market area
- Coaches and other vehicles accessing Dyer Street may cause some congestion problems

- The height of the building in this location is too excessive and out of keeping with its surroundings, particularly alongside the neighbouring John Lewis building, MSCP and listed historic filling station
- Is the inclusion of a digital advertising screen essential
- There was no car parking provision for this development, was this a potential problem in terms of relying on parking provision off-site
- Could more details about the public realm be provided
- Do you not consider that the digital screen could be dangerous

In responding to the issues raised, the applicant's representatives said:

- Members were informed that there will be a dual-functioning loop road, such that refuse vehicles would have access further into the site, taxis would use the initial turning head, and vehicles would not be able to reverse onto the highway.
- A safe route would be provided through the site which would allow connectivity to the market area and a safe, pedestrian route to be maintained. Discussions with neighbouring properties about such issues was ongoing.
- The height of the building is similar to that of others in the area and on the opposing Quarry Hill site. This is a quality design located at a key access point, so could become a landmark building
- An advertising screen is required for commercial deliverability. This will bring a new hotel 'brand' to the City and provide a hotel in an area of the City where there is little existing hotel provision.
- The advertising screen is seen as being an integral part of the building design, hence it is incorporated flush with the building and will form almost an oversized window-like element in the façade.
- Members were informed that the proposal was for a 3-4 star contemporary hotel and it was envisaged customers would arrive by public transport. Any vehicles that do require parking for overnight stays will be suitably accommodated within the existing provision in the John Lewis / Victoria Gate MSCP.
- Public realm in and around the building would be open to non-hotel guests and would provide connectivity to the Cultural Quarter, the new North side and Quarry Hill, soft landscaping would be provided throughout.
- The bar and restaurant within the hotel will be open to the public, so also provide a new public 'offering'.
- The digital screen would be positioned at a height to address safety concerns and would only display static images (very little movement).

In offering comments Members raised the following issues:

- Members were supportive of the design of the building
- A number of Members considered the development to be too high in this location and out of scale in relation to its surrounding context, particularly given nearby historic, listed structures.

- A number of Members expressed concern about the need of an advertising screen. Others were supportive, but in a different location.
- A survey of the car parking provision in the area was required. The view was expressed that there is a considerable amount of development currently underway in the surrounding area, with not all of this being able to be supported by the car parking provision in the Victoria Gate MSCP as suggested.
- More detail about the public realm provision was required.
- In respect of the landscape/ public realm provision, more greenery was required.
- Ideally the building should be lighter in colour and with the inclusion of green / living walls to be considered.
- Excited at the presentation but disappointed at the answers to some of the questions, it was considered that all the questions had not been suitably addressed.

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

- Members were of the view that the proposed uses were acceptable
- Members were supportive of the emerging scale, massing and design of the building generally, but queried if this was the right location for a building of this height and felt that the scale / context of the surrounding area needed to be taken into consideration
- The majority of Members were not supportive of the addition of a digital screen and expressed the view that, if an advertising screen was to be incorporated, another location may be more appropriate than that currently proposed
- Members were supportive of the proposed servicing provision, pick-up and drop-off arrangements but a car parking provision survey for the area was considered necessary
- Members expressed the view that more information was required in respect of the proposals around public realm and overall approach to connectivity, including pedestrian safety in utilising pedestrian routes around and through the completed development site

The Chair thanked the developers for their attendance and presentation suggesting that Members appeared to be generally supportive of the design but queried if this was the right location for a building of this height.

RESOLVED –

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

44 Date and Time of Next Meeting

To note that the next meeting will take place on Thursday, 19th September 2019 at 1.30pm in the Civic Hall, Leeds.