

## **EAST LEEDS EXTENSION – CONSULTATIVE FORUM**

**Tuesday 22<sup>nd</sup> July 2014 – 5:30PM – The Manor House, Belle View Road, Scholes**

### **MINUTES**

#### Attendance:

Cllr Pauleen Grahame – Cross Gates and Whinmoor Ward (Chair)  
Andrew Crates – Leeds City Council  
Adrian Hodgson – Leeds City Council  
Jonathan Dunbavin – ID Planning  
Paul Cornfoot – Fore Consulting  
John Kirkham – Persimmon  
Denise Simpson – Shadwell Parish Council  
Claire Hassell – Barwick in Elmet and Scholes Parish Council  
Graham Castle – Thorner Parish Council  
Brenda Speight – Red Hall Neighbourhood Watch  
Athena Arvaniti – Friends of Red Hall Playing Fields  
Katherine Fenton - Friends of Red Hall Playing Fields  
Janet White  
Chris Tebbutt  
Anne Longley  
Richard Burgon – East Leeds Labour Party

#### Apologies:

Cllr Rachael Procter – Harewood Ward  
Michael Wildblood – Architect / Advisor  
Norman Sunderland – Skelton Woods Environment Group  
Randy Blackburn  
Carolyn Wildgoose  
Martin Snaith  
Amanda Snaith

### **1.0 Introductions**

- 1.1 Cllr Pauleen Grahame (PG), Chair, welcomed everybody to the meeting.
- 1.2 Apologies were noted, as above.

### **2.0 Minutes of previous meeting (3<sup>rd</sup> September 2013)**

- 2.1 The minutes of the previous meeting were noted and agreed.

### **3.0 Update from the Development Team and Highways**

- 3.1 Jonathan Dunbavin (JD) explained the back ground to the planning application, noting that the main technical issues were now resolved other than for traffic and the delivery of ELOR. It was noted that work is ongoing with regard to viability issues.
- 3.2 Paul Cornfoot (PC) noted that the previous forum meeting had concentrated on phasing and minimising the traffic impact on local residents. The development team

have endeavoured to identify the key local issues and deal with them, as well as predicting where other issues may potentially occur. It is proposed to make a sum of money available through the S106 agreement which can be used to mitigate against such 'unforeseen' issues. PC noted that a lot of focus has been given to the timing of ELOR in order to ensure minimum impact.

- 3.3 PG noted that at the previous meeting concern was expressed that the closure of Coal Road will result in rat running. Anne Longley (AL) noted the accident spot at the mini roundabout on Coal Road and felt that more rat-running was occurring due to the start of the Grimes Dyke development. Chris Tebbutt (CT) expressed concern about the volumes of traffic on Skelton Lane and did a survey in January, concluding that the volumes were three times that shown in the Transport Assessment and the Council's model.
- 3.4 JD noted that the Consortium had developed year on year phasing plans. PC noted that roundabout improvements on the A58 and A64 junctions with the outer ring road would happen first. It is then proposed to construct the A58 and A64 ELOR roundabouts and then develop 200 dwellings per year from each end, working towards the centre of the site. By year 3, there would be no links to the existing highway network, other than via the ELOR roundabouts. At year 4, the connection of the spine road to Coal Road would take place, followed by the closure of Red Hall Lane at the junction of Wetherby Road. At year 7, Coal Road would be severed in order to construct ELOR. PC noted that ELOR will be a 50mph dual carriageway.
- 3.5 PG then introduced Richard Burgon from East Leeds Labour Party who was attending in order to listen to the discussion.
- 3.6 Adrian Hodgson (AH) noted that the Council is taking a leading role in seeking a comprehensive solution to the delivery of ELOR, which will provide a significant enhancement. AH set out the current indicative programme which seeks to build the whole length of ELOR, between the outer ring road at Shadwell, through to Thorpe Park. The programme, from initial feasibility work through to ELOR opening to the public is anticipated to take 7 years, i.e. opening to the public in 2021. In considering the Consortium's revised build out rates, it is anticipated that around 500 dwellings may otherwise have been built before full ELOR is open. AH noted the concerns about the closure of Red Hall Lane and stated that if problems occurred it could be re-opened fairly easily.
- 3.7 John Kirkham (JK) explained the workings of the roof tax which would form part of the S106. Through this mechanism, the Consortium would pay agreed amounts towards the cost of the Northern Quadrant section of ELOR on a regular basis. The Northern Quadrant section of ELOR would otherwise be fully funded by the 1000<sup>th</sup> house in any case. A similar mechanism would apply to other sections of the East Leeds Extension, i.e. they would each pay for their own section of ELOR.
- 3.8 Claire Hassell (CH) noted the proposed delivery of ELOR but expressed concern about current development pressures in Scholes and further development on the A64. PC noted that when ELOR is built, outer ring road traffic will reduce and the existing roundabouts will operate much better. Athena Arvaniti (AA) queried whether a bottle neck would be created on the existing single carriageway section of the outer ring road. AH noted improvements to the outer ring road and confirmed that

the section at Shadwell will remain single carriageway as the modelling does not justify dual carriageway.

- 3.9 Katherine Fenton (KF) queried why the A58 ELOR roundabout is where it is shown on the masterplan, in an off-centre location. JK explained that it is currently shown on land all within the Consortium's control. However, if the Council is agreeable, it can be re-aligned to a more central position, though this would require a small encroachment onto land in the Council's ownership. It was noted that this would be beneficial from a highway perspective, providing the optimum alignment for a new strategic highway.
- 3.10 Janet White (JW) expressed concern about connections to the spine road and the impact of rat running. PC noted the measures in the indicative layout to assist in making it unattractive to rat run through the wider area, including the closure of Red Hall Lane and severance of Coal Road.
- 3.11 PG questioned if the application is approved, what is the timing? JK considered that the S106 legal agreement could take 6 – 9 months following a resolution to approve. The Consortium will then work up the detail in 2016 and construct the ELOR roundabouts on the A58 and A64. Subject to approval of reserved matters applications, the first houses might be built in 2017 at a rate of around 150 units per year. Therefore, in 7 years from now there could be around 500 houses built to coincide with the opening of ELOR. PC confirmed that ELOR would be a 50mph dual carriageway with two lanes in each direction. Much of the road would be approximately 1m in cut. Crossings will be provided at grade at the junctions. A bridge will also link the development to the country park.
- 3.12 KF queried how the application process works for Northern Quadrant and ELOR. AC confirmed that the current proposal is an outline planning application, which includes the Northern Quadrant section of ELOR. If approved, this would be followed by reserved matters applications for the housing development areas, providing full details in terms of design and landscaping etc. A separate planning application for the whole of ELOR is likely to be pursued by the Council.

#### **4.0 Any other business**

4.1 None.

#### **5.0 Date of next meeting**

5.1 Venue and date to be agreed.