



## Report of the Chief Planning Officer

### *CITY PLANS PANEL*

Date: 25<sup>th</sup> October 2012

**Subject: PREAPP/12/00749 – Proposed extensions to White Rose Shopping Centre to provide up to 17,505m<sup>2</sup> of development (comprising 9178m<sup>2</sup> of A1 retail development (including 1870m<sup>2</sup> of back-of-house storage accommodation), 2321m<sup>2</sup> of A3/A5 catering units and 4136m<sup>2</sup> cinema (D2) use).**

#### **Electoral Wards Affected:**

**Site is within Morley North Ward and close to the boundary with Beeston and Holbeck**

Yes Ward Members consulted  
(referred to in report)

#### **Specific Implications For:**

Equality and Diversity

Community Cohesion

Narrowing the Gap

### **RECOMMENDATION:**

**For Members to note the content of the report and presentation and to provide any comments on the proposals.**

#### **1.0 INTRODUCTION:**

- 1.1 A number of extensions are proposed to the White Rose Shopping Centre (WRSC) to provide additional floorspace and storage areas to two of the existing retailers – Debenhams and Primark – in addition to a number of additional smaller units, a 12 screen cinema and associated catering units, and areas of decked car parking.
- 1.2 This presentation forms part of a wider pre-application consultation process which is currently being carried out by the developers – Land Securities and Evans Property Group – in advance of their anticipated submission of an outline application for the proposals later this year. The outline scheme will seek permission for the principle of the development in terms of the uses and establish maximum floorspaces for these, with all detailed matters reserved for future consideration. The application will however be accompanied by a series of parameter plans which will identify the key principles for the development to be taken forward as part of subsequent reserved matters applications.

## 2.0 PROPOSAL:

2.1 The proposals can be divided into four main elements as follows:

- a) Debenhams extension and additional retail units
- b) Primark extension
- c) Cinema
- d) Additional catering units

Each of these is discussed in further detail below. All floor areas quoted relate to the most up to date detailed received from the developers and refer to the gross internal floor area rather than net retail floor areas.

### Debenhams extension

2.2 The first of the four key development zones relates to the area to the east of the existing Debenhams store at the northernmost end of the centre, where it is proposed to provide an additional 3326m<sup>2</sup> of floorspace for the Debenhams store over two levels.

### Primark extension

2.3 This element of the proposals consists of a three storey extension to the east of the existing Primark store in the central part of the centre. The two lower floors of the proposed extension would provide an additional 3994m<sup>2</sup> of A1 floorspace for the Primark store, whilst the top floor would provide additional storage and 'back of house' provision for the unit, amounting to around 1870m<sup>2</sup>.

### Cinema

2.4 An extension of 4136m<sup>2</sup> is proposed to the west of the centre, to the north of the existing entrance to the food court area, where it is proposed to introduce a new cinema (D2 use) with up to 12 screens.

### Additional retail units

2.5 It is proposed to provide 3 new smaller single storey A1 retail units (with a combined floor area of 1858m<sup>2</sup>) to the south of the proposed extension to Debenhams, extending the existing mall entrance at this point further to the east. These would provide further A1 retail floorspace in addition to that for which outline permission was granted in March 2011, some of which has now been implemented but

### Additional catering units

2.6 To the south of the proposed cinema, on either side of the existing food court entrance, it is proposed to provide a further 2321m<sup>2</sup> of additional catering units (A3/A5 use). These would connect to existing catering units which have already been granted permission in this area as discussed below, but which have not yet been constructed.

2.7 All of the proposed extensions would be constructed on areas of existing car parking, leading to the loss of around 670 of the centre's existing 4700 spaces. As part of the development it is proposed to re-provide 500 of these spaces on site through the development of two areas of decked parking: one in the north western part of the site, adjacent to the proposed cinema, and one in the south western part of the site. In addition, a number of measures to encourage more efficient use of the car parking areas are being considered, in addition to measures which have recently been implemented in this respect, including the installation of electronic signs on access roads which direct customers to areas where parking is available. Public transport improvements are also being considered, including enhancements to the

existing bus station in terms of shelters and real-time information displays, and extensions to the hours of buses visiting the centre and diverting buses that currently run nearby into the centre itself, to improve connectivity in this respect.

2.8 Although the application is to be submitted in outline, it will be accompanied by a series of parameter plans identifying the key principles of the development which would then, if approved, inform the design of subsequent reserved matters applications. These include:

- Development 'zones' – Whilst the gross internal floor area of each of the new buildings would be defined as part of the outline application, the final position and layout of these areas has not yet been decided upon, and would be reserved for consideration as part of subsequent reserved matters applications. The submitted plans will therefore define a development 'zone' for each building. These are not intended to represent their true footprints, but instead show the maximum extent of the areas within which each building would be constructed, based on plans indicating the minimum and maximum extent of each of the elevations and the degree of variation in each of these. The intention of these plans is to provide sufficient certainty over what is proposed to allow the implications of the development to be fully assessed and allow the key design principles to be established whilst retaining the flexibility to allow more detailed design and layout matters to be finalised as part of a subsequent reserved matters application, once the final operational requirements of each tenant are known.
- Plans showing the minimum and maximum height of each of the proposed extensions/buildings in relation to the existing building.
- Areas where demolition and remodelling are proposed and, based on the defined 'zones', the areas where parking spaces and trees would be lost and access routes would need to be reconfigured.
- Key vehicle, pedestrian and cycle routes, positions of cycle parking and taxi drop-off locations.
- Customer entrances, canopies and areas of public realm around these, defining minimum and maximum dimensions for each of these areas.
- In discussions with the developers, it has also been suggested that plans should be submitted as part of the application defining key elevations in terms of active frontages and elevations containing fenestration, with the aim of defining important elevations in this respect as part of establishing the design principles for the scheme.

2.9 In addition to the parameter plans listed above, the application would also be accompanied by a range of other supporting documents, including:

- Travel Plan
- Transport Assessment
- Flood Risk Assessment
- Design and Access Statement
- Retail/Economic Impact Assessment
- Sustainability Statement
- Contamination and Coal Mining Risk Assessment Studies
- Statement of Community Involvement
- Draft Section 106 Agreement to cover, amongst other matters:
  - Travel Plan and monitoring fee
  - Public Transport contribution
  - Local employment and training

2.10 The developers have commenced a process of community consultation including press releases, engagement with local Members and MPs and public exhibitions at the White Rose Centre and Morley Town Hall. Officers have also identified further key stakeholders and groups in the surrounding areas with whom it is considered consultation and engagement should be carried out, and it is understood that a further round of community involvement with these groups is planned.

### **3.0 SITE AND SURROUNDINGS:**

3.1 The WRSC is a substantial retail centre in south Leeds comprising over 100 shop units and 4700 car parking spaces including a Sainsbury's supermarket. It is one of the three main destinations for comparison shopping in the Leeds district along with the City Centre and Owlcotes shopping centre at Pudsey. The centre was built in the 1990's after being refused planning permission by LCC and subsequently allowed on appeal in 1989.

3.2 The centre is located in south Leeds, to the north east of Morley, north west of Middleton and south west of Beeston. The site is bordered to the east by Dewsbury Road, which runs north-south from Junction 1 of the M621 to Junction 28 of the M62, and to the west by the Leeds-Huddersfield-Manchester railway line. The surrounding area is mixed in character, with offices at the White Rose Office Park to the north, residential properties on the opposite side of Dewsbury Road to the east, and open land to the west and south.

3.3 Permission has been granted in recent years for a number of extensions to various units within the centre, including an extension to the food court area. These were considered initially as part of an outline application, approved in March 2011, although a number of reserved matters applications for various aspects of the development have subsequently been granted and, in some cases, implemented. Details of these extensions, setting out which have been implemented and where the remaining additional approved floorspace is likely to be laid out, are to be submitted as part of the application.

### **4.0 RELEVANT PLANNING HISTORY:**

4.1 Outline permission was granted in March 2011, following a resolution by Plans Panel, for extensions to provide up to 2,048m<sup>2</sup> retail floorspace (A1 use) and up to 1,850m<sup>2</sup> restaurants and cafe floorspace (A3 use) (application 10/04190/OT). The permission was granted subject to a legal agreement including the following obligations:

- Revocation of permitted development rights for the implementation of mezzanine floors of up to 200m<sup>2</sup> within the remaining A1 retail units in the centre
- Local employment and training initiatives
- £40,000 contribution to pay for the provision of real-time bus information within the centre
- The dedication of an area of land to the east of the centre for use as a cycle route
- Travel Plan and monitoring fee.

4.2 A number of reserved matters applications relating to this outline approval have subsequently been approved, as detailed below, and some of these are understood

to have been implemented. This leaves a total of 2472m<sup>2</sup> approved floorspace still to be brought forward for development (1620m<sup>2</sup> of A1 and 852m<sup>2</sup> of A3).

- 11/01070/RM – Extension to mezzanine floor to retail unit (44m<sup>2</sup>)
- 11/03953/RM – Extension to upper level food court providing 998m<sup>2</sup> additional A3 floor space
- 11/04243/RM – Amalgamation of 2 retail units and extension to mezzanine floor (101m<sup>2</sup> floorspace)
- 12/01360/RM – Reserved matters application for extensions, for the provision of 283m<sup>2</sup> retail floorspace

4.3 All other history relates to previous extensions and the original permission for the centre.

## **5.0 HISTORY OF NEGOTIATIONS AND PUBLIC CONSULTATION:**

5.1 Officers have been engaged in pre-application discussions with the applicant since June 2012, which are ongoing.

5.2 The developers have commenced a programme of pre-application engagement and consultation, which to date has included making contact with Ward Members and Leeds Civic Trust, and a series of drop-in sessions at Morley Town Hall and the White Rose Centre itself. The developers have indicated that there has been positive feedback from visitors to the drop-in sessions, and that the main issues which have been raised relate to car parking, the impact of additional out-of-centre retail and leisure uses on Morley and the City Centre, a desire to see the use of high quality materials used in the development and the possibility of a new railway station being provided.

5.3 Officers have received a copy of a letter from Leeds Civic Trust to the developers, setting out their initial opinions regarding the proposals. In this, the Civic Trust advise that they have a long-standing 'centres first' approach to the consideration of new developments, and that whilst they note that the two operators who are seeking to expand – Debenhams and Primark – also have presences in the city centre, this may not always be the case, and that further economic downturn could lead to the closure of one site, with potential implications for the health of 'the retail heart of the sub-region.' In the light of this, the Trust advise that they could only support further expansion of the centre if the sequential and impact assessments to be submitted with the application clearly demonstrate that no alternative more appropriate sites existing in existing centres and that these existing centres are trading to capacity, and that they wish to await the outcome of these studies before expressing their final opinion on the scheme. In addition to the concerns regarding the potential impacts of the proposals on existing centres, the Trust advise that they would wish to see the following issues addressed as part of an application:

- Quality buildings, materials and landscaping
- Enhanced public transport provision with more evening journeys to provide for the cinema use, with safe routes between the cinema and the bus station when the centre is closed
- Enhanced links to adjoining commercial and office areas to encourage shared trips and, in due course, the development of a more defined 'centre'.
- Improved cycle routes, including safe routes across Dewsbury Road and links to the Leeds Cycle Network
- Further support for businesses in Morley

5.4 In discussion with officers in regeneration, a list of local community groups and stakeholders has been identified with whom, it has been suggested, additional engagement should be carried out. This process is ongoing, and further feedback in this respect is anticipated from the developers. Members' opinions on the nature and extent of the public consultation process would be welcomed.

## **6.0 PLANNING POLICIES:**

6.1 The development plan includes the Regional Spatial Strategy to 2026 (RSS) and the adopted Leeds Unitary Development Plan Review 2006 (UDP) along with relevant supplementary planning guidance and documents. The RSS was issued in May 2008 and includes a broad development strategy for the region, setting out regional priorities in terms of location and scale of development.

6.2 RSS policy E2 states that town centres should be the focus for offices, retail, leisure and entertainment, stating at section C that 'no further development of new, or large scale expansion of existing, out-of-centre regional or sub-regional shopping centres should be permitted.' Paragraph 11.11 goes on to say that there is no evidence to justify the large scale expansion of such centres, making specific reference to the White Rose Centre and to Meadowhall. It states that the definition of 'large scale' will need to be considered in the light of the particular circumstances of the proposals, but that 'a key determinant will be whether there would be a regionally or sub-regionally significant impact.'

6.3 The site is unallocated in the UDP. The following UDP policies are relevant to the consideration of the proposals:

GP5 – General planning considerations;

N12 – Urban design principles;

N13 – Design of new buildings;

T2 – New development and highway safety;

T5 – Access for pedestrians and cyclists;

T6 – Provision for disabled people;

S5 – Criteria for major out-of-centre retailing proposals.

BD5 – New buildings, design and amenity;

SP7 – Priority to be given to enhancement of the City Centre and town centres

6.4 The Local Development Framework will eventually replace the UDP but at the moment this is still undergoing production with the Core Strategy still being at the draft stage. Nevertheless, there are a number of key principles identified in the emerging Core Strategy that are of relevance to the White Rose Centre's current proposals, including:

- The adoption of the centres first approach to all uses considered to be main town centre uses and the requirement for sequential assessments and consideration to be given to the impact of any out-of-centre retailing on the City Centre, other district centres and centres beyond Leeds' boundaries;
- The requirement for developers to enter into local labour and training agreements through planning obligations; and
- The requirement for new development to be accessible and adequately served by the existing highway network, by public transport, and with safe and secure access for pedestrians, cyclists and people with impaired mobility.

6.5 With regard to the development of out-of-centre retail schemes, the draft Core Strategy states that:

*Out of centre shopping retail parks do not perform the role of a city, town or local centre, as they lack the broad range of facilities and services which should be available within such centres. Nevertheless major out-of-centre retailing is a feature of most regional economies, usually associated with the regional city. Such retail parks provide a valuable part of the wider retail offer and make a significant contribution to the local economy and as a source of employment. It is not in the interest of the local economy that such centres should be allowed to decline. In recognition of the important role of such retail parks it is considered that some element of the retail capacity identified in the Core Strategy could be acceptable in established retail park locations where this is clearly demonstrated not to compromise the centres first approach, including consideration of the impact on centres beyond the Leeds boundary. Such proposals should be considered within the context of the delivery of major retail proposals in the City Centre (Trinity and Eastgate).*

6.6 The draft Core Strategy, at paragraphs 4.2.4 and 4.2.5, also makes reference to the development of a number of new city centre retail schemes within the city and the wider region/sub-region, including Trinity and Eastgate in Leeds, Trinity Walk in Wakefield and Westfield in Bradford, and to the need to have regard to the completion of these developments and their implications for retail trends within the region.

#### Investment Strategy for South Leeds

6.7 Drawn up by Leeds City Council in partnership with key business interests in the south Leeds area and in consultation with local community groups, Ward Members, service providers and other stakeholders, the Investment Strategy for South Leeds aims to summarise the issues, opportunities and challenges facing South Leeds and the aspirations of these groups for the future. It is intended as a document identifying opportunities for actions to benefit the area and local residents, and to inform and influence future planning strategy and investment decisions and support the preparation of the Core Strategy and the subsequent site allocations document.

6.8 The Investment Strategy identifies high unemployment and poor access to services, facilities and job opportunities as being some of the main issues facing local people, who placed a high priority on the provision of better connections, particularly by public transport to areas such as Middleton, Belle Isle and Morley to provide better access to amenities and employment opportunities for these communities. This was supported by the private sector, who included enhanced and efficient public transport and skilled local labour amongst their key priorities.

6.9 Opportunities for improvements and actions in the south Leeds area identified within the strategy include:

- Exploiting the potential of White Rose/Millshaw as a public transport hub (including the possibility of a new rail halt) and shopping and leisure attraction with better facilities for young people and those working in the area.
- Concentrating services and facilities in accessible places (i.e. existing centres) and making them transport nodes.
- Improved public transport, including improvements to bus service frequency and routing to better connect residential areas, local centres and employment areas across south Leeds.

- Better connections east to west across the Dewsbury Road valley, especially for buses, walkers and cyclists, including an improved network of cycle/pedestrian routes.
- Major investments in skills, training and education, including local employment initiatives and programmes.

6.10 The strategy identifies a number of medium and long term investment opportunities for the area, which include the potential intensification of uses around the White Rose Centre and Office Park, including additional retail, office, leisure and evening economy uses. Whilst generally supported by the Council's Executive Board, it was noted by Executive Board Members in a report on the Strategy in July 2011 that this would be contrary to national planning policy, and any additional development at White Rose would therefore need to be considered in the context of securing further investment in the City Centre and in adjoining district centres such as Morley, Middleton and Beeston, and the impact on these centres, as well as others in the Leeds City Region, would need to be carefully assessed.

#### National Planning Policy Framework

6.11 The National Planning Policy Framework (NPPF) was published on 27<sup>th</sup> March 2012 and replaces previous Planning Policy Guidance/Statements in setting out the Government's planning policies for England and how these are expected to be applied. One of the key principles at the heart of the Framework is a presumption in favour of Sustainable Development.

6.12 The NPPF supports the centres first approach, and states that local planning authorities should 'recognise town centres as the heart of their communities and pursue policies to support their viability and vitality' (paragraph 23) and apply a sequential approach to the consideration of applications for town centre uses that are not in existing centres. It also advises that 'plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised (paragraph 34) and that developments should be designed to 'give priority to pedestrian and cycle movements, and have access to high quality public transport facilities' (paragraph 35). The Framework places great emphasis on the importance of good design as a key aspect of sustainable development.

## **7.0 MAIN ISSUES**

1. Principle of development – retail policy
2. Transport
3. Design
4. Section 106
5. Public consultation

## **8.0 APPRAISAL**

### Principle of development – retail policy

8.1 The proposals would result in a significant increase in the level of retail floorspace on this out-of-centre site, which would conflict the centre first approach advocated in the current UDP and the more recent guidance provided in NPPF and the Council's own Core Strategy. UDP policy S5 refers to major retail development outside designated centres stating such development would not normally be permitted unless:

- It is of a type that cannot be accommodated in existing centres



- It is demonstrated there will be no adverse effect on vitality and viability of existing centres.
- It addresses qualitative and/or quantitative deficiencies and in the case of food shopping would create a new centre to meet the needs of local residents.
- It is readily accessible.
- It does not entail use of land designated for housing or employment.

- 8.2 The NPPF also seeks to focus retail and other main town centre uses, including leisure uses such as cinemas, in designated centres with out of centre sites only being considered suitable if more central locations are not available. A sequential approach should be applied and impact assessments are therefore necessary to fully understand the impact on existing centres.
- 8.3 The draft Core Strategy notes that out-of-centre retail areas provide ‘a valuable part’ of the wider retail offer of the city and the regional economy and acknowledges the significant contributions that such areas can make to the local economy and as a source of employment. It indicates that some element of the retail capacity identified in the Core Strategy could be acceptable in established retail park locations, however this would only be the case where this was ‘clearly demonstrated not to compromise the centres first approach, including consideration of the impact on centres beyond the Leeds boundary’ and that such proposals would also need to be considered within the context of the delivery of major retail proposals in the city centre, including Trinity and Eastgate.
- 8.4 In the light of the above, a critical part of the consideration of these proposals relates to their impact not only on Leeds city centre, but also on the town and local centres around the White Rose centre such as Morley, and on centres beyond the Leeds boundary including Wakefield, Bradford and Kirklees. Debenhams have already have a presence in Leeds and Wakefield city centres, and are confirmed as an anchor store for the forthcoming Westfield development in Bradford city centre. Primark have existing stores in Leeds, Wakefield and Bradford, as well as in Huddersfield. Both retailers have indicated their intentions to retain these city centre presences, and that the proposed extensions to their stores at the White Rose Centre would not replace existing ‘in-centre’ stores. Members’ thoughts would be appreciated as to what assurances in this respect should be sought from these retailers as part of the scheme in terms of assessing the impact of the development and ensuring that it would not impact detrimentally on the wellbeing of these existing centres.
- 8.5 Similarly, the impact that the introduction of a new cinema use to the White Rose centre could have on existing centres is a matter to be addressed as part of the application. As well as the existing cinema in The Light, a further multiplex cinema is proposed in the city centre as part of the Eastgate development, in addition to the smaller, more specialist Everyman cinema which will form part of the Trinity development. Assurances will therefore need to be sought that there will be no impact on these existing city centre facilities as a result of the proposals, and Members’ thoughts on this would again be welcomed.
- 8.6 As part of the outline permission granted in March 2011, approval was granted for up to 2048m<sup>2</sup> of additional A1 retail floorspace at the centre. Whilst reserved matters approval has subsequently been granted for 428 m<sup>2</sup> of the A1 floorspace, and some of this has been implemented, this leaves a further 1620m<sup>2</sup> remaining which, it is understood, is partially as a result of a lack of demand for additional floorspace at this time. Whilst the implications of the extensions to the larger Debenhams and Primark stores relate more to Leeds and other city centres and these are less likely

to significantly impact on smaller centres in south Leeds, the three smaller A1 retail units which are now proposed adjacent to the Debenhams extensions do raise particular concern in this respect. These three smaller units could accommodate uses similar to those which could be provided within smaller nearby centres such as Morley, Middleton and Dewsbury Road and therefore have the potential to significantly impact on existing investment within these nearby centres. In the light of this, and the lack of demand for the existing consented A1 floorspace at the centre, Members thoughts would be welcomed with regard to these proposed smaller units and any assurances that should be sought that these would not adversely impact on investment in these existing town/local centres.

- 8.7 Discussions regarding the submission requirements for the application in this respect have been ongoing with the developers and their representatives, and an impact assessment and sequential test for the development addressing the implications for Leeds, Bradford, Wakefield and Kirklees as well as other centres in south Leeds is to be submitted as part of the application. The applicants have been requested to contact these authorities as part of their pre-application discussions.
- 8.8 **What are Members' thoughts about the proposal to increase the level of retail floorspace and introduce a new cinema use at the White Rose Centre?**
- 8.9 **Do Members feel assurances should be sought from Debenhams and Primark regarding their commitment to retaining a presence in Leeds and the centres of neighbouring authorities?**
- 8.10 **What assurances do Members feel should be sought regarding the proposed cinema use and ensuring that this would not impact on proposed and existing cinemas in Leeds city centres and adjoining authorities (where appropriate)?**
- 8.11 **What are Members' thoughts regarding the three smaller A1 units proposed and their potential impacts on investment in existing nearby district centres in the south Leeds area, and what assurances do Members feel should be sought in this respect?**

### **Transport**

- 8.12 As well as increasing the amount of retail and catering floorspace at the WRSC, the proposed development would also introduce a new cinema use to the site, and raises a number of implications with regard to traffic, parking, highway safety and public transport that will need to be considered as part of the application.

### **Parking and impact on local highway network**

- 8.13 The proposed extensions would, in total, add a further 17,505m<sup>2</sup> gross internal area to the existing centre. All of the proposed extensions would be constructed on areas of existing car parking, and although it is proposed to re-provide some of this in two areas of decked parking in the north western and south western parts of the site, the proposals would still result in a net loss of around 170 spaces, whilst significantly increasing the floor area of the centre. In addition the introduction of a new D2 cinema use to the centre may have implications in terms of numbers of visitors and length of parking stays for example. The implications of this intensification in the use of the site, loss of parking and mix of uses in terms of the likely increases in traffic on the wider highway network will therefore be a critical consideration as part of a subsequent application. Some concern has also been raised about the cumulative impact on the local highway network of instances such as a peak retail period in the run-up to Christmas coinciding with other high traffic-generating events such as a major match at Elland Road for example. A series of meetings have been held with

the applicant's highways consultants who are in the process of preparing a Transport Assessment as part of the application to address these issues.

- 8.14 A Travel Plan for the centre was secured as part of the outline permission granted in 2011, and additional travel planning measures and car park management measures have subsequently been implemented at the centre, including the provision of car share spaces for staff and electronic directional signs directing customers to areas of parking availability. A contribution was also agreed as part of the previous outline to the provision of real time public transport information displays in the WRSC itself. An updated Travel Plan is to be submitted as part of the forthcoming application. Initial feedback on a draft document has been provided by the Council's Travelwise team, but discussions in this respect are ongoing.

#### Public Transport linkages and opportunities for enhancement

- 8.15 The South Leeds Investment Strategy found a number of deficiencies in public transport, cycle and pedestrian linkages across the south Leeds area, and identifies improvements in this respect as key priorities for the area. Amongst the aspirations in the Strategy is the potential for the creation of a White Rose public transport hub, providing improved access not only to the White Rose Centre itself, but also in terms of enhanced linkages to the neighbouring White Rose Office Park and other nearby office developments, opening up these areas and improving access to the retail and employment opportunities they provide for residents of the south Leeds area. The developers have had some dialogue with Metro regarding the potential to increase the frequency and hours of operation of existing bus services visiting the centre and potentially divert other services running nearby into the centre.
- 8.16 In addition to improving the linkages between the site and surrounding areas, including local communities in areas such as Middleton and Belle Isle for whom the development would provide employment opportunities, the south Leeds Investment Strategy identifies the opportunity to provide a more comprehensive public transport 'hub' at the centre, providing connections not just to the centre itself but also for the wider area, including neighbouring employment sites. As well as increasing bus services to the centre, other improvements to the WRSC bus station, such as the provision of real time displays and bus shelters, as well as suggestions regarding enhancements to linkages between this and neighbouring office developments have also been discussed with the developers. In the light of the increases in floorspace and reduction in parking provision proposed at the centre, improvements in these linkages and in the facilities and provision of information at the existing bus station, with a view to encouraging the use of public transport to both the White Rose Centre site and across the wider area, are likely to be critical considerations as part of any application, and Members' views in this respect would be welcomed.
- 8.17 **What are Members' thoughts about the impact of the proposed development on the local highway network and the potential, as part of the scheme to secure improvements to public transport provision at the site and linkages to nearby employment opportunities?**

#### Design

- 8.18 As discussed above, a series of parameter plans for the development are to be submitted as part of the application, detailing the scale parameters of the proposed buildings in terms of their height and footprint, as well as defining the customer entrance points and areas of public realm around these, and key active frontages and windowed elevations. The current working plans in this respect have been reviewed by the Council's Design Review Panel and discussions in this respect are ongoing.

8.119 Particular issues arising from initial discussions with the developers regarding the design of the scheme relate to the design of the Primark extension, the mass and visual impact of the proposed cinema, the high quality of the centre's existing landscaping and the need for the proposals to retain this quality, the visual implications of incorporating decked parking, and the need to incorporate improvements to the bus station area, including the introduction of shelters and the provision of a pedestrian link between this area and the adjoining office park. Members' thoughts on these matters, and on any other points relating to the design of the scheme would be welcomed.

8.20 **What are Members' thoughts on the parameter plans and are there any other matters which Members feel these should cover?**

8.21 **Do Members have any comments or suggestions regarding the design of the proposals, in particular the provision of decked parking, the design of the cinema extension and any improvements to the bus station and to links from this to neighbouring employment sites?**

### **Section 106 Obligations**

8.22 Discussions regarding the detail and content of measures to be included in the draft Section 106 agreement for the scheme are ongoing, but these are likely to include:

- Public transport contribution
- Travel plan and monitoring fee
- Local employment and training initiatives – including jobs in construction and the establishment of training schemes leading to jobs within the centre.

8.23 **What are Members' thoughts regarding the obligations suggested, and are there any further requirements which Members feel should be included in the draft Section 106?**

### **Public Consultation**

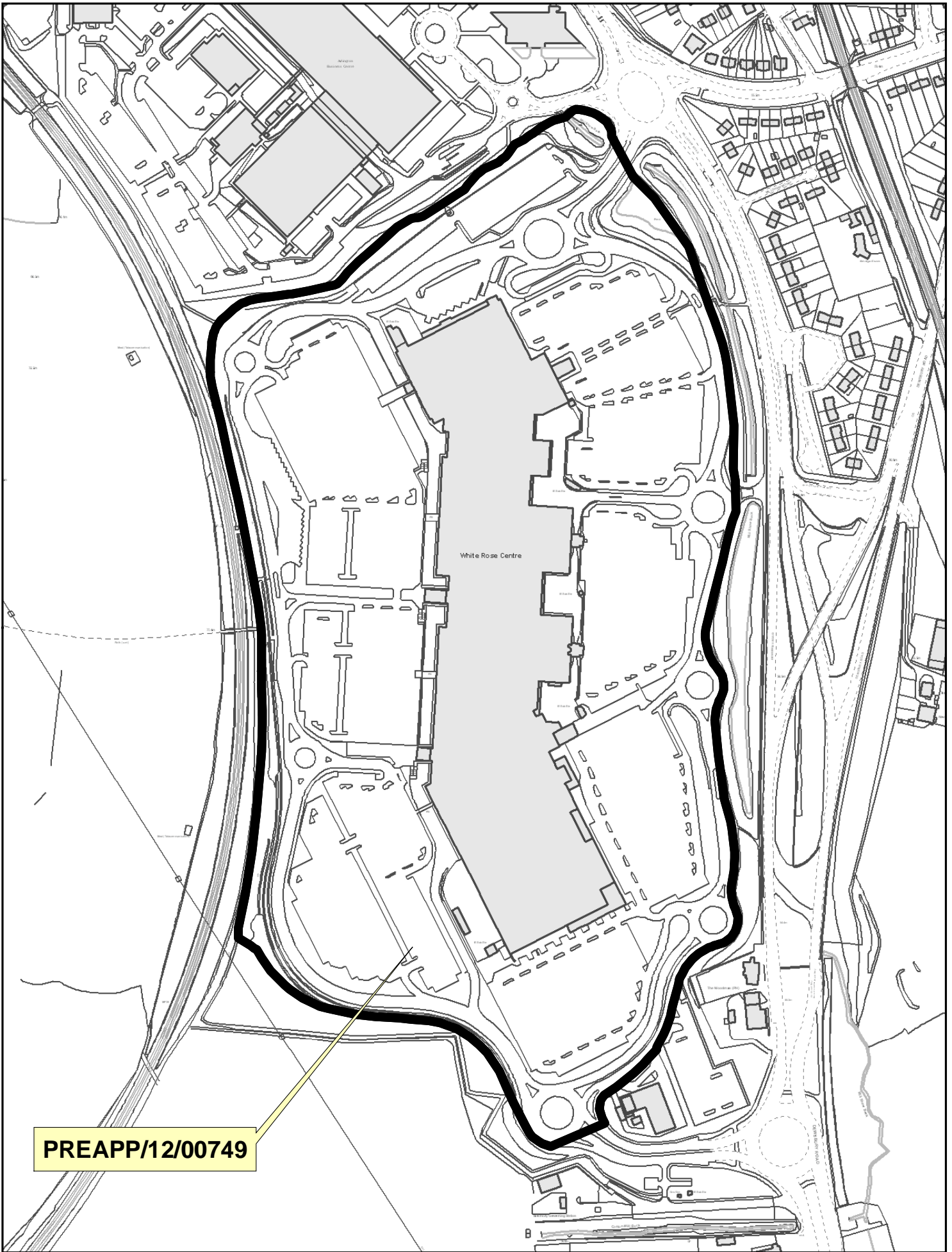
8.24 The developers have commenced a programme of pre-application engagement and consultation, which to date has included making contact with Ward Members and Leeds Civic Trust, and a series of drop-in sessions at Morley Town Hall and the White Rose Centre itself. In discussion with officers in regeneration, a list of local community groups and stakeholders has been identified with whom, it has been suggested, additional engagement should be carried out. This process is ongoing, and further feedback in this respect is anticipated from the developers. Members' opinions on the nature and extent of the public consultation process would be welcomed.

8.25 **What are Members' thoughts about the nature and extent of the community consultation and engagement process which has been undertaken, and on any additional consultation which should be carried out?**

## **9.0 CONCLUSION**

9.1 Members are asked to note the contents of the report and the presentation, and are invited to provide feedback on the issues outlined below:

- **What are Members' thoughts about the proposal to increase the level of retail floorspace and introduce a new cinema use at the White Rose Centre?**
- **Do Members feel assurances should be sought from Debenhams and Primark regarding their commitment to retaining a presence in Leeds and the centres of neighbouring authorities?**
- **What assurances do Members feel should be sought regarding the proposed cinema use and ensuring that this would not impact on proposed and existing cinemas in Leeds city centres and adjoining authorities (where appropriate)?**
- **What are Members' thoughts regarding the three smaller A1 units proposed and their potential impacts on investment in existing nearby district centres in the south Leeds area, and what assurances do Members feel should be sought in this respect?**
- **What are Members' thoughts about the impact of the proposed development on the local highway network and the potential, as part of the scheme to secure improvements to public transport provision at the site and linkages to nearby employment opportunities?**
- **What are Members' thoughts on the parameter plans and are there any other matters which Members feel these should cover?**
- **Do Members have any comments or suggestions regarding the design of the proposals, in particular the provision of decked parking, the design of the cinema extension and any improvements to the bus station and to links from this to neighbouring employment sites?**
- **What are Members' thoughts regarding the obligations suggested, and are there any further requirements which Members feel should be included in the draft Section 106?**
- **What are Members' thoughts about the nature and extent of the community consultation and engagement process which has been undertaken?**
- **Are there any other issues which Members would like to raise?**



**PREAPP/12/00749**

# CITY PLANS PANEL

