



Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 22nd November 2012

Subject: PREAPP/12/01085 – Pre-application presentation regarding proposed office building and crèche at White Rose Office Park, Millshaw Park Lane, Beeston.

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.

INTRODUCTION:

- 1.1 Two new buildings are proposed at the White Rose Office Park development in South Leeds: a new office building providing around 5260m² of office floorspace at the site, and a crèche providing care for around 65 children.
- 1.2 This presentation forms part of an initial consultative process being carried out by the developer, Munroe K Ltd, with the local planning authority, in advance of their submitting an application for the development shortly after the Plans Panel meeting. The scheme is to be submitted as a full application and will be accompanied by a legal agreement relinquishing two existing planning permissions for additional office floorspace on the site, which the developer advises have been part-implemented and therefore remain extant, in favour of the scheme now proposed, which proposes a smaller amount of office floorspace than previously approved.

2.0 PROPOSAL:

- 2.1 The new buildings are proposed in the north western part of the site, to the south and west of the existing multi-storey car parks and the north east of the railway line,

on areas of existing car parking. A number of parking spaces would be provided on the ground floor of the proposed office building, and a number of changes to the access and parking layouts in this part of the site are proposed as part of the scheme, which will include the relocation of a number of the spaces lost in other areas around the buildings. As the scheme has not yet been finalised, it is not clear at this stage what the change in the number of parking spaces on site would be, although on the basis of the indicative details which have been provided, it appears that there would be a net loss of around 190 spaces

Office Building

- 2.2 The proposed office building would be two storey in design, with around 5260m² of office floorspace at first floor level and car parking on the ground floor beneath, on the same level as the existing surface parking in this area. Although the designs have yet to be finalised, the current drawings indicate that this ground floor car park would provide around 189 spaces.
- 2.3 The building has been designed in a modernist style, with a simple box structure broken up by a horizontal line of glazing and louvres at first floor level, supported by slim piers at ground floor level. This principal element of the building would accommodate the office space, whilst all plant, services, toilets, staircases etc would be located within three 'cores' attached to the north eastern, north western and south eastern elevations, breaking up the horizontal expanses of the building with more solid vertical elements. The main entrance to the building would be in the 'core' to the north eastern elevation, which is proposed to incorporate some full height glazing. Discussions regarding the colour of the cladding to the building are ongoing, and Members' views would be welcomed in this respect.
- 2.4 The details which have been received from the developer advise that the proposed occupier of the building has specified that the building should aim to achieve LEED Gold Standard (LEED, or Leadership in Energy and Environmental Design, is a global environmental rating system similar to BREEAM). Sustainability measures to achieve this are still being investigated, but the building is proposed to have a flat sedum roof housing a large number of photovoltaic panels.
- 2.4 It is proposed to reconfigure a number of the car parking and vehicular circulation areas in this part of the site in order to accommodate the building. In addition to the provision of a more regular parking layout to the ground floor of the building, these changes include the closing off of the access through this part of the site from the south east and changing the existing one-way access between the O₂ and HSBC buildings to the east to a two-way access route to this part of the site. The layout of the area to the north east of the building, where the main entrance to the offices is proposed, is also to be changed to provide a greater level of landscaping around a small parking and drop-off area. A covered link walkway, incorporating covered cycle storage, is proposed between the new building and the existing 'Hub' building to the east, which houses cafe facilities for staff of the office park.

Creche

- 2.5 The crèche is proposed to the north east of the office building, within the corner formed by the two multi-storey car parks in this part of the site, and would provide on-site childcare for workers on the office park site. With a floorspace of around 644m², the building would provide capacity for around 65 children.
- 2.6 The building is proposed to be single storey and flat-roofed in design, with large rooflights and a central corridor/atrium area with a monopitch glazed roof. The walls of the building would be timber clad, but are also proposed to incorporate high levels

of glazing, particularly around the entrance area in north eastern part of the building, and along the southern elevation, where the playroom/classroom areas would be situated. These areas would open out onto the outdoor play area to the south of the building, part of which would be covered with a large canopy attached to the building's southern elevation. It is also proposed to incorporate some elements of brightly coloured render into the design of the building and in two external 'pods' in the outdoor play area, which would provide external storage and toilet facilities. The possibility of incorporating photovoltaic panels on the roof of the building is being investigated.

- 2.6 The crèche building would be built on an area of existing surface car parking, although some of the parking lost would be re-provided in an area to the east which is currently unused. Additional landscaping is also proposed around the building, including within the external play area to the south and around the edge of the car parking areas to the south and east.

Pedestrian links

- 2.7 Although no details have been provided to date, the developer has confirmed their agreement to providing improved pedestrian links from the site to the adjacent White Rose Shopping Centre (WRSC) site. Although pedestrian access between the sites is possible at present, it is not clearly signposted, direct or well lit, particularly on the shopping centre site where it takes an indirect route through a car park with no signage indicating the link to the office park. Opportunities to improve the links between the bus station and neighbouring employment sites and upgrade the existing bus station and its facilities have been identified as part of a wider aspiration, in the South Leeds Investment Strategy, for the bus station to become a public transport hub for the White Rose/Millshaw area, providing improved links to surrounding settlements within south Leeds such as Middleton, Beeston and Belle Isle. These aspirations and opportunities for improvements to the bus station and pedestrian links have formed part of the ongoing pre-application discussions with the owners of the White Rose Centre as part of their forthcoming scheme for extensions to the centre, and the developers of the two schemes have been advised to enter into discussions with one another as to how these links could be achieved.

Legal Agreement

- 2.7 As part of the application the developer intends to provide a legal agreement relinquishing two existing permissions which the developer advises have been part-implemented – one for an office building on a similar site to that now proposed, and one for an extension to the O₂ building to the east – and whose cumulative floorspace, at 6898m², is greater than the 5260m² of office floorspace now proposed.
- 2.8 Discussions have been held with the developer regarding other obligations to be included as part of a Section 106 package for the scheme, including a Travel Plan and monitoring fee, Public Transport contribution, and a Local Employment and Training scheme.

3.0 SITE AND SURROUNDINGS:

- 3.1 The White Rose Office Park is a substantial employment area in south Leeds, with over 52,000m² of office and ancillary floorspace, and employing around 5100 employees. As well as the original Arlington Business Centre building in the centre of the site, the Park has seen significant additional development in recent years, and is now made up of a number of smaller office buildings, together with the central 'hub' building which provides cafe/restaurant facilities and other amenities for

employees. There is some variety in the design approaches and materials used in the buildings on the site, reflecting the growth and evolution of the site over time

- 3.2 The office park 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 the A6110 Ring Road Beeston, 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 the Millshaw Park Trading Estate to the north, the White Rose Shopping Centre to the south, residential properties on the opposite side of the A6110 to the east, and open land to the west on the opposite side of the railway line.
- 3.3 Whilst the front part of the site is relatively level, the rear part of the site slopes gradually uphill towards the railway banking and open land beyond to the west. The office park is served by two vehicular access routes, one directly from the A6110 roundabout to the south east of the site, and one from the trading estate to the north. As the office park has grown, additional parking has been provided in various parts of the site, including above ground multi-storey decks in the north western corner of the site, and decks below ground in the centre of the site, whose flat, grassed roofs provide part of the landscaped setting of surrounding buildings. The areas around the office buildings in the front of the site are more formally landscaped with lawns and paths, whilst denser tree planting exists around the site boundaries, particularly those between the site and the shopping centre to the south east, and on the railway banking to the south west.
- 3.4 Two previous planning permissions for office accommodation have been granted on the site, one for an extension to the O₂ building (formerly the Arlington Business Centre), granted in 2006, and one for a new building in a similar position to that now proposed, granted in 2003. Although granted over 3 years ago, the developer has advised that works to commence the implementation of both of these developments have been carried out and both therefore remain extant and could still be developed. A legal view in this respect is currently being sought and it is hoped to provide an update to Members on this matter at the Plans Panel meeting. The developer intends to submit a legal agreement rescinding these permissions as part of their forthcoming application.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 The site has an extensive planning history, but that which is most relevant to the current proposals relates to the two permissions for additional office space which the developer advises have been commenced but not completed, and which are now proposed to be rescinded by legal agreement as part of the forthcoming application.
- 4.2 The first of these, approved in June 2003 (application 23/461/02/FU) granted permission for a detached two storey office block in a similar location to the block now proposed, with a total gross office floor area of 3281m².
- 4.3 The second application, approved in June 2006 (06/01513/FU) granted permission for an extension to the existing O₂ building to provide an additional 2898m² of office space.
- 4.4 As the office park has grown, additional parking has been provided in various parts of the site, including above ground multi-storey decks in the north western corner of the site, and decks below ground in the centre of the site, whose flat, grassed roofs provide part of the landscaped setting of surrounding buildings.

4.5 Permission was granted for a crèche facility in March 2008 (07/07745/FU), in the same position as now proposed, but this has not been implemented and lapsed in March 2011.

5.0 HISTORY OF NEGOTIATIONS:

5.1 Although some aspects of the scheme are yet to be finalised, detailed proposals, including elevations, site plans and 3D visuals have been provided and a site meeting has been held with the developer and their representatives, primarily to discuss design issues. There has also been some initial discussion on other matters such as the parking arrangements and section 106 obligations and on the details which would need to be provided as part of an application.

6.0 PLANNING POLICIES:

Development Plan

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.

6.2 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. RSS policy E2 states that town centres should be the focus for offices, retail, leisure and entertainment.

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

GP5 – General planning considerations;

GP7 – Planning obligations

E5 – Employment uses on non-allocated sites

N12 – Urban design principles;

N13 – Design of new buildings;

N24 – Provision of landscaped buffers between development and open land

T2 – New development and highway safety;

T2C – Travel Plans

T2D – Public Transport contributions

T5 – Access for pedestrians and cyclists;

T6 – Provision for disabled people;

T24 – Parking

BD5 – New buildings, design and amenity;

LD1 – Landscaping

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 current proposals for the White Rose Office Park, 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 office or retail

development 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 Policy EC2 of the draft Core Strategy states that 'the focus for most office development will be within and/or on the edge of the City Centre and designated town and local centres' and that 'out of centre proposals would normally be resisted'. In accordance with national planning guidance, the draft Core Strategy states that sequential assessment for out-of-centre proposals over specified thresholds will be required. The White Rose Office Park proposals exceed these thresholds.

6.6 At Paragraph 5.2.37, the draft Core Strategy notes that:

The Council does recognise that in a district as large and varied as Leeds, and noting the changing emphasis of national guidance, many employment areas exist out of centre. Such locations play a valuable role in the Leeds economy in offering a choice of location for business and in providing job opportunities.

The paragraph makes reference to the potential for such sites to be accessible to local labour markets and 'highly sustainable options', meaning that the accessibility and sustainability of such sites are key in identifying whether they can play such a role in the Leeds economy.

Supplementary Planning Documents (SPD)

6.7 Leeds City Council's *Travel Plans* and *Public Transport and Developer Contributions* SPDs have been adopted since the approval of the extant permissions for additional office floorspace in 2003 and 2006, and are therefore relevant to the consideration of the forthcoming proposal for additional office floorspace.

Investment Strategy for South Leeds

6.8 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.

6.9 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.

6.10 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 in places such as Middleton, Beeston and Belle Isle with 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.

6.11 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 in this area 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

6.12 The National Planning Policy Framework (NPPF) was published on 27th 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.

6.13 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 – Centres First policy approach
2. Transport
3. Design
4. Section 106
5. Determination of the application

8.0 APPRAISAL

Principle of development – Centres First policy approach

- 8.1 As noted above, both national policy in the NPPF and local policy in the draft Core Strategy adopt a centres first approach to the provision of new office and retail development. The White Rose Office Park is not in a designated centre, nor does it form part of an employment land allocation, and in the light of this and the scale of the development proposed, the current proposals for a new office building on the site meet the criteria within which a sequential and impact assessment is required in accordance with these policies. The developer has advised that they do not intend to submit a sequential or impact assessment as part of the application on the basis that the amount of office floorspace now proposed is less than that for which permission has previously been granted on the site, and which they advise remains extant. Members' views would be appreciated as to whether they feel that this is an appropriate approach, or whether they consider that the relevant sequential and impact assessments should be carried out as part of the application in accordance with national policy and emerging policy in the draft Core Strategy.
- 8.2 In the absence of a sequential and impact assessment, it is necessary to balance the potential impact of the proposed development on existing centres against the potential benefits of the scheme, as well as taking into account any other material planning considerations. Such considerations include the two extant permissions for additional office floorspace at the site which cumulatively, would exceed the level of floorspace now proposed. The developer has advised that works to construct part of the foundations to each of the buildings and therefore 'commence' development on both of these schemes were carried out within the relevant timescales specified on the permissions. These remain *in situ* but were covered over when the decision was taken at the time not to proceed with the developments in view of the economic climate. Advice is being sought from Legal Services regarding the status of these permissions, and it is anticipated that an update to Members on this matter will be provided at the Plans Panel meeting. The developer proposes to relinquish these extant permissions as part of the forthcoming proposals, and regard must be had to these, and to the fact that additional office floorspace of a greater size than that now proposed has previously been considered acceptable at the site, in considering the implications of the development now proposed.
- 8.3 The site is within a well-established office park, close to the M62 and M621 motorways and the Leeds Ring Road, and currently employs around 5100 people. The creation of further floorspace at the site would therefore provide additional employment opportunities within the south Leeds area, which suffers high levels of unemployment at present. However, as noted above, the potential for out of centre employment sites to play a valuable role in the Leeds economy relies on their accessibility to local labour markets and their sustainability. Whilst close to local centres of population, the South Leeds Investment Strategy identifies considerable deficiencies in the site's connectivity to some of these local areas such as Middleton and Beeston, and it is important that if the scheme is to go ahead, opportunities are taken to enhance the linkages between the site and these areas and improve the accessibility the employment opportunities they provide for residents of the south Leeds area.
- 8.4 **What are Members' thoughts on the acceptability of the proposals for additional office development at the White Rose Office Park and do they feel that any further information is required in this respect as part of an application in the form of sequential/impact assessments for example?**

8.5 The crèche is proposed as an ancillary part of the existing office park use, providing childcare for employees working at the office park, and is considered to be acceptable in principle on this basis. It is noted that planning permission has previously been granted for a crèche facility on the site, in 2007, but never implemented.

8.6 Do Members have any comments regarding the principle of providing a crèche facility on the site?

Transport

8.7 The proposed development would create around 5200m² of additional office floorspace on the site, and would be built on areas of existing car parking. Whilst some of this would be re-provided, the development would result in the net loss of around 190 spaces on the site. A full Transport Assessment and Travel Plan would be required as part of the application, and the scope of these documents is currently being discussed with highways officers. These will need to consider the whole of the office park site including the proposed development, and to address the implications of the development both on site, as well as any necessary off-site provision, taking into account any requirements associated with the two extant planning permissions for the site.

8.8 The office park has an existing travel plan, which would need to be updated as part of a new application for additional office space on the site, and it is noted that both of the previous permissions for additional office floorspace were subject to conditions requiring the provision of travel plans. Furthermore, since the approval of these two previous permissions, there have been material changes in policy in the form of the more recently adopted *Travel Plans* and *Public Transport and Developer Contributions* SPDs. The forthcoming proposals must therefore be considered in the light of these documents and their requirements in terms of travel planning measures, monitoring arrangements, including fees, and the requirement for contributions to public transport infrastructure.

8.9 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 confirmed their agreement to the provision of a pedestrian link from their site to link into an improved pedestrian route from the bus station on the adjacent site, and have been advised to discuss this further with the owners of the White Rose Shopping Centre as part of their forthcoming proposals for extensions to the centre.

8.10 What are Members' thoughts about the impact of the proposed development on the local highway network?

8.11 What are Members' views on the improvements to pedestrian linkages to the bus station on the adjacent site included as part of the proposals, and do Members feel that there are other opportunities to incorporate measures to reduce dependency on private car use, encourage public transport use and improve accessibility to the site from other parts of South Leeds?

Design

8.11 Initial discussions have been held with the developers regarding the design of the proposed buildings and the scale, materials and design approaches proposed for the buildings are generally supported, subject to some further discussion regarding the colours of the cladding to the office building. Some concern has been raised regarding the design of the office building in terms of the openness of views into the basement car parking area, and further investigation is being carried out as to how some screening of this area might be incorporated whilst maintaining the overall approach and modernist design concept of this part of the scheme. Members' thoughts on these matters, and on any other points relating to the design of the scheme would be welcomed. The development is to be reviewed by the Council's Design Review Panel shortly before the Plans Panel meeting, and feedback from this will be provided verbally to Members at the meeting.

8.12 What are Members' thoughts regarding the design, scale and materials of the proposed crèche and office buildings and do Members have any particular comments regarding the appearance of the basement car park and how this might be screened?

Section 106 obligations

8.13 The scheme would meet the thresholds for public transport contributions and for a travel plan and associated monitoring fee, in accordance with the Council's adopted *Travel Plans* and *Public Transport and Developer Contributions* Supplementary Planning Documents (SPDs). The previous permissions for additional office development on the site were granted 6 and 9 years ago, prior to the more recent adoption of these documents, and therefore were not subject to requirements for travel plan monitoring fees or public transport contributions (although both were subject to conditions requiring travel plans). On this basis, and as they have agreed to provide improved pedestrian links between the site to the bus station at the adjacent shopping centre site, the developer has advised that they do not consider that a requirement for these contributions can be justified in this instance.

8.14 Although previous permissions have been granted for additional office floorspace at the site, these were both determined over 5 years ago, prior to the adoption of the *Travel Plans* and *Public Transport SPDs*. Whilst noting the developer's comments that the previous permissions could still be implemented and their intention to relinquish these as part of the forthcoming scheme, the subsequent adoption of these documents represents a material change in planning policy/guidance, to which regard must be had in the determination of any subsequent application for additional office space on the site. Initial discussions regarding the content and details of a Section 106 Agreement for the scheme has been held with the developer in the light of this, and the following measures have therefore been requested:

- Public transport contribution
- Travel plan and monitoring fee
- Local employment and training initiatives, including jobs in construction as well as in the new office and crèche facilities.

8.15 Members' thoughts would be appreciated as to whether, in the light of the material change in planning guidance since the determination of the previous application, these obligations are appropriate.

8.16 Are Members in agreement with the need for the development to provide the obligations suggested, in the light of the change in planning policy/guidance

since the previous permissions were granted, and are there any further requirements which Members feel should be included in the draft Section 106?

Determination of the application

8.15 Whilst the proposals would result in the provision of additional office floorspace in an out-of-centre location, the amount of floorspace proposed, as noted above, would be less than that for which permission has previously been granted, which the developer advises remains extant and intends to relinquish. If in the light of this Members are satisfied that the principle of the development is acceptable, their views would be appreciated as to whether they feel that the forthcoming application could be determined under delegated powers rather than reported to Plans Panel, subject to no other objections to the principle of the development being received.

8.16 **Do Members agree that the forthcoming application for the development could be determined under delegated powers, subject to no matters of principle being raised in objection to the proposals when formally submitted?**

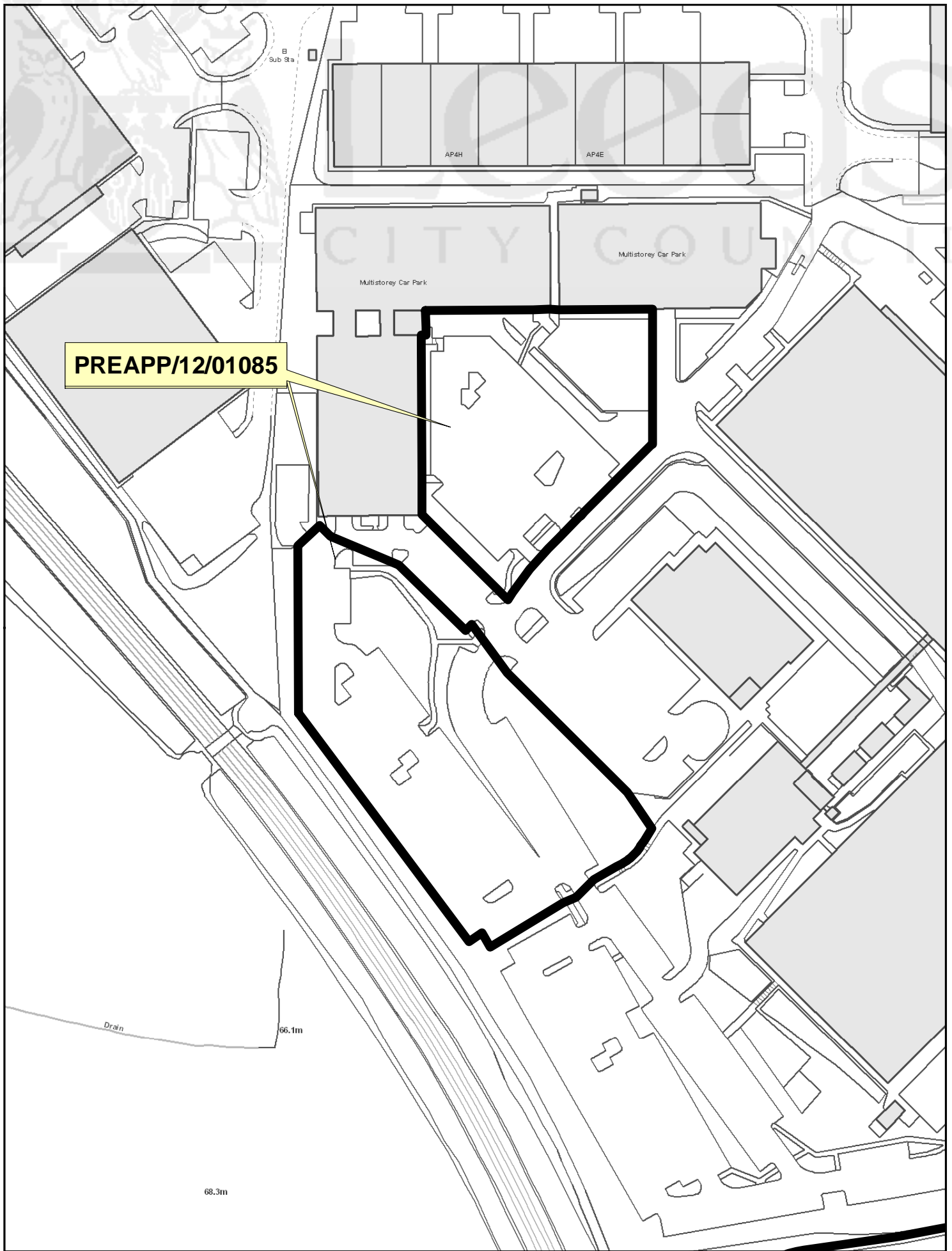
9.0 CONCLUSION

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 on the acceptability of the proposals for additional office development at the White Rose Office Park and do they feel that any further information is required in this respect as part of an application in the form of sequential/impact assessments for example?**
- **Do Members have any comments regarding the principle of providing a crèche facility on the site?**
- **What are Members' thoughts about the impact of the proposed development on the local highway network?**
- **What are Members' views on the improvements to pedestrian linkages to the bus station on the adjacent site included as part of the proposals, and do Members feel that there are other opportunities to incorporate measures to reduce dependency on private car use, encourage public transport use and improve accessibility to the site from other parts of South Leeds?**
- **What are Members' thoughts regarding the design, scale and materials of the proposed crèche and office buildings and do Members have any particular comments regarding the appearance of the basement car park and how this might be screened?**
- **Are Members in agreement with the need for the development to provide the obligations suggested, in the light of the change in planning policy/guidance since the previous permissions were granted, and are there any further requirements which Members feel should be included in the draft Section 106?**
- **Do Members agree that the forthcoming application for the development could be determined under delegated powers, subject to no matters of**

principle being raised in objection to the proposals when formally submitted?

- **Are there any other issues which Members would like to raise?**



PREAPP/12/01085

CITY PLANS PANEL

