



Report of the Chief Planning Officer

Scrutiny Board: City Development

Date: 7th September 2010

Subject: Long stay parking on vacant City Centre sites

Electoral Wards Affected:

City & Hunslet and Wards around the edge of the City Centre



Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

1.0 Background

1.1 At the last Scrutiny Board (City Development) meeting on 6th July 2010 in considering a report on "Current Position on City Centre sites" Members requested a report back on derelict land that could be used for long stay parking near the city centre and sited as an example a site on Shannon Street opposite the Department of Work and Pensions building at Quarry House which has been unused for years and could help to take the pressure off motorists parking in residential streets.

2.0 General Policy Approach

2.1 The approach of the Council to City Centre Commuter parking is set out in the adopted Unitary Development Plan (Review 2006). A consistent approach has been taken for proposals for commuter car parks unrelated to other development and which is intended as public or contract parking on cleared / vacant sites, distinguishing between the Core Car Parking Policy Area and the Fringe City Centre Commuter Parking Control Area. Within the Core Car Parking Policy Area, the approach is to restrain additional commuter parking, whilst encouraging and giving preference to short stay visitor/ shopping parking. In the Fringe City Centre Commuter parking Control Area there may be some scope to permit some off street commuter parking on a temporary basis only and subject to review at the end of the period. The factors which can be taken into account in reaching a decision on these sites is set out fully in policy CCP2, the detailed wording of which is as follows;

Commuter parking on vacant or cleared sites

CCP2: PROPOSALS FOR CAR PARKING ON VACANT OR CLEARED SITES WILL BE CONSIDERED AS FOLLOWS;

i. CORE CAR PARKING POLICY AREA (INCLUDING THE PUBLIC TRANSPORT BOX):

THERE WILL BE A PRESUMPTION AGAINST THE USE OF VACANT OR CLEARED SITES FOR COMMUTER PARKING. NON COMMUTER PARKING WILL GENERALLY BE ACCEPTABLE; A PLANNING CONDITION WILL BE APPLIED PRECLUDING ADMITTANCE INTO THE CAR PARK BEFORE 0930 HOURS EACH MORNING.

ii. FRINGE CITY CENTRE COMMUTER PARKING CONTROL AREA AND PDA'S (OUTSIDE THE CORE CAR PARKING POLICY AREA):

USE FOR COMMUTER PARKING WILL ONLY BE SUPPORTED ON A TEMPORARY BASIS. PROPOSALS (INCLUDING RENEWAL OF TEMPORARY PERMISSIONS) WILL BE JUDGED ON THEIR MERITS TAKING ACCOUNT OF:

- a. ACCESSIBILITY OF THE AREA BY PUBLIC TRANSPORT**
- b. PROBLEMS OF ON-STREET PARKING IN THE LOCALITY, AND THE RELATIONSHIP WITH ANY PARKING PERMIT SCHEMES;**
- c. TRANSPORT STRATEGY OBJECTIVES**

2.2 Allied to policy CCP2 is policy CCP3 which looks at on-street commuter parking in the Fringe City Centre Commuter Parking Control Area , recognising that monitoring needs to take place to see what the impacts are on surrounding residential communities so that, if needed, parking permit schemes can be implemented. Monitoring of overall spaces for both short and long stay in the City Centre is monitored on a regular basis.

2.3 Short stay (visitor and shopper) parking in the Core Car Parking Policy Area is supported by policy T26 of the UDP Review which has a presumption in favour in the City Centre recognising that for the City Centre to be successful commercially there is a major need for adequate parking to serve shoppers, business and leisure customers, visitors to other facilities and tourists.

3.0 Site Specific Issues

3.1 The economic situation in the last couple of years has led to the delay of a number of projects and a number of cleared and vacant sites have been used for temporary car parking as an interim measure. To the south of the City Centre in the Holbeck Urban Village Area a large number of sites have been used for commuter parking without permission – enforcement notices have now been or are being served in response and appeals submitted which are shortly to be determined. Details of these sites were supplied to Members via E Mail following the last Scrutiny meeting in July. Use of these areas for long stay commuter parking at cheaper tariffs than authorised sites within the city centre has brought further traffic along the M621 from

the south on an already congested corridor in peak times and has created additional car park capacity, encouraging people to drive into the city centre rather than use public transport and is working against the transport and parking strategy and policies of the Council. These unofficial car parks also take customers away from long stay car parks which have formal planning consent.

- 3.2 Some vacant sites awaiting redevelopment can perform a useful role in providing temporary short term parking – permissions have been recently given for example at both the former St Anne’s Primary School site on the edge of Woodhouse Square for 76 short stay spaces for 3 years (close to the LGI) and City Square House on the edge of City Square for 38 short term spaces for 3 years (close to City Station).
- 3.3 The site mentioned by Councillor Pryke at the last Scrutiny meeting behind the DWP building on Shannon Street is often referred to as the Marsh Lane Goods Yard. The area of land between Shannon Street to the north and the railway to the south up to Upper Accommodation Road to the east is identified as site 13 in the City Centre Inset map in the UDP (Review) and is designated as a Prestige Development Area (PDA) just outside the Core Car Parking Area. A pre-application enquiry has been made in recent months to develop the site into a commercial car park. This site forms a key long term development opportunity within the Urban Eco-Settlement. Any application would be judged against UDP policy CCP2 ii which does enable local on street parking problems in the locality to be taken into account, along with transport strategy and public transport accessibility.

4.0 Recommendation

- 4.1 That Scrutiny Board note the contents of this report.

Background Papers

Unitary Development Plan