



Report of the Chief Planning Officer

PLANS PANEL WEST

Date: 24 May 2012

Subject: APPLICATION NUMBER 12/00362/FU – CHANGE OF USE OF PRIVATE CAR PARK TO PUBLIC PAY AND DISPLAY CAR PARK AT 83A OTLEY ROAD, HEADINGLEY, LEEDS. LS6 3PS

APPLICANT

Urban Apartments Ltd

DATE VALID

27th January, 2012

TARGET DATE

23rd March, 2012

Electoral Wards Affected:

Headingley

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

Grant permission subject to the following conditions.

1. Standard 3 year time limit.
2. Details of approved plans
3. Three of the proposed car parking spaces shall remain available at all times for the use of permit holders of the adjacent businesses at 83 Otley Road.
4. Two parking spaces shall be segregated for the exclusive use of the adjacent flats.
5. Vehicles shall be restricted to a maximum 4 hour stay.
6. Within one month of the date of this approval, the developer shall submit a scheme for signage indicating that the maximum stay is 4 hours per day. The scheme shall indicate the means of implementation which shall thereafter be retained and maintained and retained for the lifetime of the development.

1.0 INTRODUCTION:

- 1.1 This application is brought before Members following a request by former Ward Councillor Jamie Matthews and previous Panel discussions on the grounds that the proposal may result in an unacceptable impact on levels of off-street parking in the Headingley Town Centre.

2.0 PROPOSAL:

- 2.1 The proposal seeks to change the use of an existing 12 space private car park to a 10 space Pay and Display Car Park for general use with the other 2 spaces for two apartments remaining unchanged.
- 2.2 The use has already been implemented, with approval being sought retrospectively.

3.0 SITE AND SURROUNDINGS:

- 3.1 The site is a car park next to a commercial parade on the A660 Otley Road at the junction with St Anne's Road.
- 3.2 The site is enclosed by a 1.8m stone wall on the Otley Road and St Anne's Road frontages. Vehicular access to the site is from St Anne's Road.
- 3.3 The site is located within Headingley Town Centre, and is within walking distance of the Arndale Centre.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 The following planning history on the site is considered relevant:-
- 06/03678/FU - Change of use of derelict shop and outbuildings (listed building) involving extension and alterations to form two retail units, an (A3) unit and two flats with car parking and landscaping. Approved, 07/02/2007 subject to a condition that a Management Plan be submitted and approved to control the allocation and use of the car park, specifically to ensure that parking spaces be allocated to the adjacent commercial units on the Otley Road frontage and also the residential flats formed as part of that development.
- 4.2 Subsequent to this approval, Enforcement investigations have taken place because the car park was opened on a "Pay and Display" basis and has been operating in this manner for over two years.

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 The applicant has recently attended a meeting with the Case Officer, Highways Officers and the Transport Strategy Team. At this meeting, the applicant confirmed that they already provided three parking permits, one for each of the retail premises, with the remaining spaces being available to the general public on a pay and display basis.

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 This application was advertised by Site Notice on 10/02/2012. No representations have been received from local residents. Former Ward Councillor Jamie Matthews made a verbal request prior to the Elections that this application be brought to Panel in light of previous Panel discussions, the level of local interest raised by the original scheme, and its potential impact on the availability of off-street parking in the locality.

7.0 CONSULTATION RESPONSES:

- 7.1 NGT/Public Transport - No objection to the current scheme.

7.2 Highways - Initially objected to the scheme but now satisfied that the scheme can be approved subject to conditions on the provision of car parking permits for each of the retail units and restrictions on the maximum stay, on the basis that the scheme will therefore not result in a long stay or commuter car park.

8.0 PLANNING POLICIES:

8.1 As required by Section 38(6) of the Planning and Compulsory Purchase Act 2004 this application has to be determined in accordance with the Leeds Unitary Development Plan (Review 2006) unless material considerations indicate otherwise.

Development Plan:

8.2 The most relevant Policies in the adopted Leeds Unitary Development Plan are listed below.

- GP5 refers to detailed planning considerations and states that development proposals should seek to avoid loss of amenity.
- T2 seeks to avoid any harm or detriment to all users of the highway.
- T24 sets out specific criteria for parking provision.

Relevant supplementary Planning Guidance:

8.3 Headingley Parking Strategy 2010 – This document sets out a range of ways in which to improve and resolve current issues relating to parking in the Headingley area.

National planning policy:

8.4 The National Planning Policy Framework (NPPF) sets out a wide range of criteria against which development proposals should be assessed. Its primary aim is to promote sustainability.

8.5 Paragraphs 39 to 41 of this document state that Local Planning Authorities should take into account the accessibility of development, the type and mix of development, the availability of public transport, local car ownership levels and the overall need to reduce the use of high-emission vehicles when assessing car parking standards.

9.0 MAIN ISSUES:

9.1 Highway safety

9.2 Satisfactory levels of off-street parking:

10.0 APPRAISAL:

Highway safety:

10.1 Planning permission was granted in 2007 for the change of use of the adjacent building to form a mixed use development comprising flats, a restaurant and retail units. This permission has been implemented. The car parking area was designated to be for users and visitors of the retail units. Conditions 21 and 22 attached to this permission state that the car park to the Northern side of the development should remain ancillary to that development and that at least two of the parking spaces should be for the sole use of the residential flats. This was the subject of a legal agreement and was intended to ensure that no parking took place on the busy A660

Otley Road and to also ensure that the proposed route of the Leeds Supertram/NGT was not affected.

- 10.2 The Highways Authority does not object, subject to a condition that three of the spaces be conditioned as being for permit holders of the adjacent businesses only, that the car park be subject to a maximum four hour stay and also that the existing 2 spaces for the residential flats be retained and protected. This is considered acceptable on balance and therefore not likely to increase or exacerbate demand for parking by the adjacent businesses and can be justified on the grounds that it will promote short stay parking in the area.
- 10.3 In terms of the protected NGT route, the area in question is still the subject of a potential Compulsory Purchase Order if funding for the NGT receives the approval of Central Government. This means that there will be no impact on the availability of the land for use by the proposed NGT, irrespective of the use of the car park, whether it be private or public.

Satisfactory levels of off-street parking:

- 10.4 The site is within the Headingley Town Centre, where it is acknowledged that parking can be a significant issue, particularly in an evening given the recent growth in the number of restaurants and other leisure uses. Parking is therefore often at a premium in this locality, with high demand from the adjacent restaurants on the St Anne's parade in particular.
- 10.5 A 2010 study entitled the 'Headingley Parking Strategy' (HPS) reveals that there are no council run car parks in the Headingley Centre but that there are two free car parking areas at Headingley Taps (74 spaces) and part of the Arndale Centre (57 short stay spaces). These areas are heavily utilised.
- 10.6 The HPS study also reveals that there are two chargeable car parks in the area. One of these is at the Arc. The other forms the subject of this application.
- 10.7 The car park in question was originally approved as being only for use by the adjacent businesses. The applicant has, however, indicated that demand for allocated spaces was very poor making it unviable commercially, as few of the adjacent businesses chose to pay for permits. This has led to the car park being adapted to a Pay-and-Display car park with a separate bollarded area providing two spaces for the adjacent flats.
- 10.8 The applicant has indicated to Officers that the busiest periods for the car park are in the evening due to the demand for parking by visitors to the adjacent restaurants along St Anne's Road. The tariffs are currently displayed as follows:
- Up to 1 hour £1.20
 - Up to 3 hours - £3.00
 - Up to 5 hours - £4.00
 - Up to 10 hours - £6.50
- 10.9 The applicant has agreed that the above tariffs will change, with the maximum stay being 4 hours. This is to prevent any long-stay parking taking place, which is considered to be a problem in the Headingley area.
- 10.10 The use as a general Pay-and-Display car park is therefore considered suitable in part to ameliorate the on street parking which takes places around the town centre. Officers therefore consider that the use of the site as a public car park is acceptable,

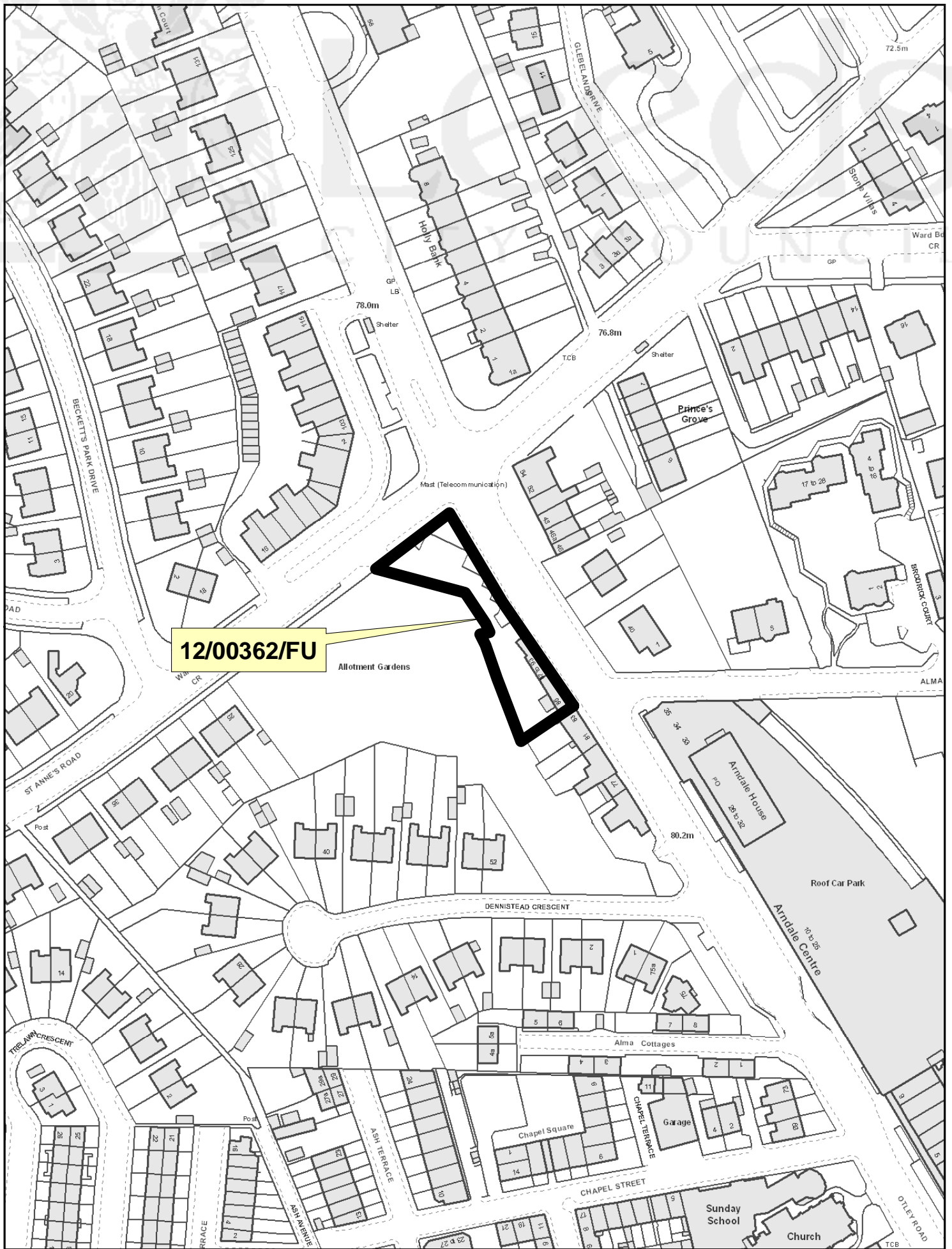
provided that three of the bays remain available for the exclusive use of the adjacent businesses and provided also that the existing two residential spaces are retained for the adjacent flats

11.0 CONCLUSION:

11.1 Officers consider that the use of this area as a Pay and Display car park is acceptable. Approval is therefore recommended subject to the conditions outlined at the head of this report.

Background Papers:

Application and history files.



12/00362/FU

Allotment Gardens

WEST PLANS PANEL

