



Report of the Chief Planning Officer

CITY PLANS PANEL

22nd October 2020

Subject: Full Planning Application ref. 19/05833/FU for Retrospective permission for temporary use (5 years) as a car park and associated site works at site of the former White Stag Public House, Whitelock Street, Sheepscar, Leeds, LS7 1AL

Applicant

The Parklane Group

Date valid

18.09.2019

Target date

13.11.2019

Electoral Wards Affected:

Little London and Woodhouse

Yes

Ward Members consulted

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

REFUSAL OF PLANNING PERMISSION FOR THE FOLLOWING REASON:

The proposed development by reason of its nature would undermine the Council's objectives to restrict commuter car parking and Private non-residential car parking in this central location and reduce reliance on the private car, minimise road congestion and promote more sustainable modes of transport contrary to Core Strategy Policies T1 and T2 and Leeds City Council's Parking SPD.

1.0 Introduction

- 1.1 The proposal seeks retrospective temporary permission for an unauthorized parking use. Ward Members have requested that the proposal is determined at Plans Panel if the officer recommendation is for refusal in accordance with section 1 (a) of the officer member delegation agreement for the reasons set out in paragraph 5.6 below.

2.0 Site and surroundings

- 2.1 The application brought to members for determination relates to a cleared area of land, formerly hosting the White Stag Public House, which has been demolished. The site as exists today is protected by a combination of palisade fencing and railed fencing and has been hard surfaced, with vehicle spaces laid out and white-lined. The land is located with a frontage to North Street and Sheepscar Grove, between two industrial style buildings within the adjacent sites.
- 2.2 Northgate House is a part 5, part 4 storey mixed use building containing office uses. The building has an undercroft car parking area and is located approximately 100 metres due south of the unauthorised car parking site.

The site and adjacent office building are approximately 400/500m from the main City Centre Core with North Street partitioned from the main commercial environment of the city centre by the inner ring road / A64. Northgate House sits just inside the designated City Centre boundary as defined by the Site Allocations Plan, with the boundary running east to west along Skinner Lane, thereby leaving the car park itself just outside of the designated City Centre. The site is located in a mainly industrial, but emerging residential area, with industrial buildings and associated surface car parking areas located to the north, west and south. It is bounded by North Street to the east and is within Flood Zone 1. The site is easily accessible to the main highway network, including A64 and A61.

- 2.3 The car park site is located within the 'Fringe Area' of the parking zones designated in the Leeds Parking SPD. Access is provided from Sheepscar Grove. On-street parking in the area is controlled by widespread Traffic Regulation Orders.

3.0 Proposals

- 3.1 The proposals involve the regularisation of a presently unauthorised use of approximately 900 square metres of vacant space as car parking, hosting 21 car parking spaces with a further 6 car parking bays intended for car share use. The car park is in operation and is known to have been since at least February 2019 when the unauthorised use was reported to the Local Planning Authority compliance team. The site is operated by Parklane Group in relation to their operations from Northgate House, North Street and the site provides staff parking facilities.
- 3.2 At the time of the application submission, the site was operating with 42 staff spaces in place. The application as originally submitted requested a 5 year permission for this number, however the applicant has subsequently reduced the proposed number to 27 spaces in total. The applicant advises that the car park is only available for employees of and visitors to the Parklane Group head office and is managed to ensure there is no other unauthorised use. All parking spaces are numbered and assigned to employees or visitors. All cars have to display a valid permit and checks are undertaken regularly by an external operator to avoid any unauthorised or external commuter parking. The Parklane Group advise they do not charge

employees or visitors for the use of the car parking and that they consider this form of parking to be classed as 'Private Non Residential' (PNR) parking provision rather than more traditional 'commuter' parking.

- 3.3 The Parklane Group is a local company with a national presence and includes brands such as Roomzzz, Inc, Iconinc, WorkInc, Livinc, rentinc, Leeds Golf Centre and UOWN. The applicant advises that their business's recent growth has resulted in a need to increase the number of local employees and this has then forced the company to relocate to their current premises at Northgate House, after previously operating in various buildings in Headingley. Northgate House was selected due in part to the business's ongoing working relationship with a commercial partner also located in the building and the size and floor plate offices providing an opportunity to consolidate their numerous individual businesses within the same operational space, bringing opportunities to share staff and resources rather than their hitherto more disparate accommodation arrangements.
- 3.4 The applicant advises that the nature of the individual businesses and the fluidity of staff working across the individual brands under the Parklane umbrella results in a need to visit other locations across the country, often at short notice and return with ease, without the need for forward planning such visits, leading to unpredictable staff movements. As a corollary of these often ad-hoc and reactive working arrangements, Parklane Group advise that they receive a number of visitors to Northgate House whose transportation needs are also met by the currently unauthorised car park.
- 3.5 The applicant considers the use of the former White Stag site for a temporary car park for five years is key to the success of the above operations, where there is considered by the applicant to be insufficient provision for these specific and bespoke business requirements as a result of only 4 spaces being made available to Park Lane Properties within Northgate House's undercroft car park. Furthermore, the applicant expresses concerns regarding crime within the area (both to person and vehicle) which the proximity and management of the car park assists in mitigating. The applicant also advises that the temporary provision of a car park will allow time for the bedding in of a travel plan to run in tandem with the duration of permission, seeking to reduce the business's dependency on car travel.

4.0 Relevant planning history

- 4.1 19/00170/UCU3 – Enforcement enquiry regarding a change of use of the site to 'commuter' car parking. This enquiry was lodged by the Local Planning Authority on 25h February 2019. Enforcement action was not taken and remains un-actioned pending the outcome of this formal planning application to regularise the unauthorised use and attain planning permission.
- 4.2 PREAPP/19/00231 – Pre application enquiry for a proposed change of use of the site for car parking associated with the Northgate Office Building, North Street. This enquiry was submitted on 13th March 2019 following notification of enforcement enquiry 19/00170/UCU3 to the applicant.
- 4.3 During the course of this enquiry and the above enforcement enquiry (19/00170/UCU3), the applicant confirmed the following matters concerning the precise use of the site for car parking.

- The car park facility is strictly and exclusively used by the Parklane Group, Floor 3, Northgate, 118 North Street. Leeds.
- The main office building hosts a limited level of undercroft parking.
- As part of staff consultation and in relation to the office move from Headingley, The applicant purchased the site to provide dedicated parking for the staff and visitors to the Parklane Group.
- Each bay is allocated to a member of staff and they have a permit.
- The car park is policed by a manned inspector and unauthorised vehicles are ticketed.
- The gate is locked by the last member of staff leaving on a night and is opened by the first staff member returning the next day.
- The car park when unoccupied i.e. weekends and bank holidays is kept locked.
- Due to fears for staff safety and wellbeing lights and cameras have been installed.
- The car park is totally free for staff and visitors and is not an income generating asset.

4.4 On the basis of the above it is accepted that the site does not constitute public parking however it would still fall within the definition of commuter car parking adopted by the Council's Parking SPD i.e. parking of over 5 hours duration associated with peak period travel or the definition of Private Non Residential parking i.e. parking associated with a specific development. As such the proposed parking represents a significant overprovision of office car parking against the Council's maximum parking standards.

4.5 As a result, a response to the pre application enquiry was provided to the applicant on 7th July 2019, summarised as follows:

- The proposals would be contrary to adopted planning policies (Parking SPD Policy LPP3) and transport strategies which seek to reduce reliance on the private motor vehicle.
- The proposals would add to the number of vehicle trips within what is already a highly congested local network.
- The application site is well served by public transportation and is close to the highly sustainable city centre where numerous sustainable transportation options are in operation.
- The site is in a highly prominent location and in its cleared state appears as a gap in the street scene which detracts in regard to the visual amenities of the area.
- The proposed change of use of the site to car parking would in effect sterilise the site.

4.3 Following the issue of the enquiry response above, application 19/05833/FU for '*Retrospective permission for temporary use (5 years) as a car park and associated site works.*' was submitted to the Local Planning Authority on 18th September 2019 and is now brought to members for determination.

4.4 With regard to the adjacent Northgate Offices building, this building and its associated internal parking provision was approved on 17th October 2003 under planning consent reference 20/275/03/FU (*Part 5 and 6 storey office block part 5 6 and 7 storey block of 80 flats a1 retail unit and basement car park*).

5.0 Public / local response

- 5.1 A site notice publicising the proposed application was erected on 4th October 2019.
- 5.2 No letters of support or objection have been received from the general public.
- 5.3 On 11th November 2019, initial contact was made with Cllr Javid Akhtar who requested further information on the application proposals. On 31st January 2020, Councillor Marshall-Katung advanced the enquiry on behalf of local ward members and a briefing meeting between Cllr Marshall-Katung and officers took place on 13th February 2019.
- 5.4 Following a request by ward members, a site meeting between officers, ward members and the applicant took place on 27th February 2020. At this meeting ward members and the applicant were advised that the proposed parking provision exceeded the Council's maximum parking standards for the site by 26 spaces and that the proposal was considered to undermine the Council's transport strategy which seeks to control the growth in the use of the private car and promote more sustainable modes of transport in highly accessible central locations. However it was agreed that the applicant may submit further information to support their case for consideration by officers on the following matters:
- Further information on the precise business operations of Park Lane Group
 - Commentary on other comparable cases to the development as proposed which achieved planning permission.
 - Further information on crime statistics in the locality.
- 5.5 A further briefing note following the site meeting of 27th February 2020 was submitted by the applicant for consideration by officers on 4th June 2020. This information was uploaded to the Leeds City Council Public Access site on 11th June 2020 and no public comment was received regarding this additional information.
- 5.6 As noted in paragraph 1.1, following communication of an unchanged officer opinion on the proposals following receipt of this additional information, on the 23rd June 2020 Councillor Marshall-Katung requested the application be brought before City Plans Panel for determination on the following basis and planning reasons:
- Park Lane Properties (the applicant) have a unique operation that includes varying and unpredictable travel requirements and that an exception to the adopted policies of the Local Planning Authority can / should be made where there are justifiable reasons.
 - A lack of dedicated staff parking for Park Lane Properties in this location could result in the displacement of parking to nearby residential areas where constituents would be unduly affected.
 - The ward suffers from high levels of crime and this is a point of concern with regard to the safety of staff should dedicated parking not be provided in proximity to the site.
 - The site would no longer be sterilised from future development by virtue of the consent sought being temporary in duration.
 - The site works have improved the visual amenities of the street scene rather than detracted from them.

- The economic impact of the Covid19 pandemic has resulted in severe economic impacts to a number of local businesses. The nature of the applicant's business includes the management of leisure and accommodation which are two sectors particularly hard hit by the pandemic fallout. Ward members consider the City Council should support local businesses in this current challenging situation and advise they consider the refusal of this application would result in a financial impact upon the applicant which may result in job losses.

6.0 Consultation responses

6.1 Statutory

6.1.1 Coal Authority

6.1.2 The Coal Authority have advised that the site lies in an area where historic unrecorded underground coal mining is likely to have taken place at shallow depth. However, when considering the nature of this particular development proposal, the Coal Authority have noted that it relates to the continued use of an existing car park for a temporary period of 5 years. No built development is proposed and it does not appear that the creation of the car park required substantial foundations or earthworks. On this basis the Coal Authority do not consider that requiring a Coal Mining Risk Assessment would be proportionate to the scale and nature of the development in this particular case and do not object to the planning application.

6.2 Non-statutory

6.2.1 Contaminated Land Team

6.2.2 On 8th October 2019 the Contaminated Land Team requested further information concerning whether significant contamination was encountered during the works already undertaken or whether soil has been or is intended to be imported. Further information on this matter was provided to the Contaminated Land Team on 10th October 2019 and following receipt and given the site is categorised as being of 'low sensitivity' the Contaminated Land Team advised no objections to the application on 15th October 2019 with no requirement for details to be reserved by condition in the event of approval.

6.2.3 Flood Risk Management

6.2.4 On 23rd October 2019, the Flood Risk Management Team advised that insufficient information had been provided with the application concerning surface water run-off and a requirement for the installation of petrol interceptors. Time-limited conditions for compliance on these matters are proposed to address these matters in the event of an approval of the application.

6.2.5 Transport Development Services (Highways)

6.2.6 Consistent with advice provided at the earlier pre-application stage for a permanent form of development at the site, on 17th October 2019, highways officers advised that the temporary proposals for 42 car parking spaces as initially submitted by the applicant for consideration could not be supported; as they would exceed the adopted standards of the Local Planning Authority, representing an unsustainable form of development contrary to adopted policies, notably Core Strategy Policy T1 and Parking SPD policy LPP3. Whilst this matter is addressed in detail in the

appraisal which follows and the development weighed against these policies, in addition to the failure of the development where assessed against the tests set out in policy LPP3, the following observations are also made:

- Whilst local business essential car parking is recognised as being part of the applicant's business model with this type of parking placed higher within the Council's parking hierarchy than commuter parking, the submitted travel survey indicates some of the usage of the site is in fact intended for traditional 'commuter' car parking, with under 40% of the 48 employees making only occasional business trips and about 50% requiring to undertake off-site visits regularly, with another 10% working flexibly.
- The car park has been observed in the submitted travel survey as being at approximately 60% occupancy and comprehensive details on staff start times and working patterns are not available. The size and scale of the available car parking area compared to the occupancy rate brings into question the need for such a scale of car parking and number of spaces. The availability of these excess spaces could further encourage a culture of car use at the site which the adopted policies of the Local Planning Authority seek to discourage. Notwithstanding the failure of the development to meet the policy tests of LPP3, a reduced number of spaces would help to discourage such a situation and culture from occurring.
- The submission of a proposed travel plan with the application for 42 spaces has been noted, but there is no evidence its measures (which include monitoring of daily usage of the car park and a six monthly review) have been followed to date or that the travel plan has been put into practice to discourage car based trips or the provision of the car park provided as a measure of last resort.
- Electrical Vehicle Charging Points, Car Club spaces and staff cycle provisions would be required in the event of approval, in line with adopted policies.

6.2.7 Following this initial response from highways officers, a response was issued by the applicant on 16th October 2019 advising that revised information would be submitted to address feedback given by highways but also confirming the applicant would not agree to the provision of Electrical Vehicle Charging Points or Car Club spaces - in line with guidance set out at paragraph 6.6.5 of the Parking SPD (which sets out a more relaxed approach to these requirements should temporary approvals be sought).

6.2.8 On 7th November 2019 a revised block plan, detailing a reduction in car park spaces from 42 spaces to 21 spaces, a further 6 car share bays and the provision of one Electrical Vehicle Charging Point was received alongside a revised travel plan and accompanying highways technical note. Highways officers responded to this information on 12.11.2019 and maintained their objection on policy grounds on the following summarised basis:

- Despite a significant reduction in proposed spaces, the amount remains considerably above the Parking SPD limitation of five spaces and is therefore contrary to adopted policy.
- No prior travel planning has taken place until this application has been submitted in order to meet the policy tests of Parking SPD policy LPP3

- The provision of one Electrical Vehicle Charging Point justified as being in excess of the Parking SPD requirement is insufficient as those requirements are in effect superseded by Core Strategy Policy EN8 which requires new development to meet a 10% requirement for new parking spaces based on the use classification of the offices.

6.2.9 Influencing Travel Behaviour Team

A travel plan has been submitted with the application proposing the following measures:

- Promotion and encouragement of walking
- Cycling strategy with provision of facilities, cycle training through the City Connect programme and the setting up of a 'cycle to work scheme' involving tax relief on the purchase of a new cycle.
- Marketing of public transport as viable and practical method of business travel, signing up to ticketing initiatives
- Promotion of car sharing with priority bays within the car park for sharing purposes, sign up to Enterprise Car Club

The influencing travel behaviour team advise these measures are viable and could be implemented, but should have been measures which we provided prior to installation of the new car park.

7.0 Policy

7.1 Development Plan

7.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of decision making for this proposal, the Development Plan for Leeds currently comprises the following documents:

- The Leeds Core Strategy 2014 (as amended by the Core Strategy Selective Review 2019)
- Saved UDP Policies (2006), included as Appendix 1 of the Core Strategy
- The Natural Resources & Waste Local Plan (NRWLP), Adopted January 2013 including revised policies Minerals 13 and 14 (Adopted September 2015)
- Site Allocations Plan (Adopted July 2019)
- Any made Neighbourhood Plan

7.2 Leeds Core Strategy (as amended) (CS)

7.2.1 The CS sets out the strategic level policies and vision to guide the delivery of development and the overall future of the district. An update of the CS was adopted in September 2019.

7.2.2 Policy T1

To complement the provision of new infrastructure the Council will support the following management priorities:

(ii) Sustainable travel proposals including travel planning measures for employers and schools. Further details are provided in the Travel Plan SPD and the Sustainable Education Travel Strategy,

(iii) Parking policies controlling the use and supply of car parking across the City:

a) To ensure adequate parking for shoppers and visitors to support the health and vitality of the City and Town Centres,

b) Delivering strategic park and ride for the city which supports the City Centre vision

and provides greater traveller choice,

c) To support wider transport strategy objectives for sustainable travel and to minimise congestion during peak periods,

d) Limiting the supply of commuter parking in areas of high public transport accessibility, such as the City Centre.

7.2.3 Policy T2

New development should be located in accessible locations that are adequately served by existing or programmed highways, by public transport and with safe and secure access for pedestrians, cyclists and people with impaired mobility.

(iii) Significant trip generating uses will need to provide Transport Assessments/ Transport Statements in accordance with national guidance,

(iv) Travel plans will be required to accompany planning applications in accordance with national thresholds and the Travel Plans SPD,

(v) Parking provision will be required for cars, motorcycles and cycles in accordance with current guidelines.

7.2.4 Other relevant Core Strategy policies include:

- Spatial Policy 1 prioritises the redevelopment of previously developed land in a way that respects and enhances the local character and identity of places and neighbourhoods.
- Spatial Policy 3 seeks to maintain and enhance the role of the City Centre as an economic driver for the District and City Region.
- Spatial Policy 9 supports the provision of offices and other opportunities for employment land and premises.
- Spatial Policy 11 relates to the provision of transport infrastructure
- Policy CC1 outlines the planned growth within the City Centre including at least 655,000sqm of office floorspace.
- Policy P10 requires new development to provide high quality innovative design and protecting and enhancing the district's historic assets in particular, historically and locally important buildings, skylines and views.
- Policy P12 states that landscape shall be conserved and enhanced.
- Policy G9 states that development will need to demonstrate biodiversity improvements.
- Policy EN5 identifies requirements to manage flood risk.

7.3 **Saved Unitary Development Plan Review policies (UDPR)**

7.3.1 Relevant Saved Policies include:

- Policy GP5 states that all relevant planning considerations to be resolved.
- Policy LD1 sets out the criteria for landscape schemes.

7.4 **Natural Resources & Waste Local Plan (NRWLP)**

7.4.1 The NRWLP sets out where land is needed to enable the City to manage resources, like trees, minerals, waste and water and identifies specific actions which will help use the natural resources in a more efficient way.

7.4.2 Relevant policies include:

- Water 1 requires water efficiency, including incorporation of sustainable drainage
- Water 4 requires the consideration of flood risk issues
- Water 7 requires development not to increase surface water run-off and to introduce SUDS where feasible.
- Land 1 requires consideration of land contamination issues.

7.5 **Site Allocations Plan (SAP)**

The site is not specifically identified in the Site Allocations Plan.

Other material considerations

7.6 **National Planning Policy Framework (NPPF)**

7.6.1 The revised National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG) replaces previous planning policy guidance and statements in outlining 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 NPPF is a presumption in favour of Sustainable Development set out in three parts: Economic, Social and Environmental. Relevant paragraphs of the NPPF are outlined below.

7.6.2 Paragraph 108 states that appropriate opportunities to promote sustainable transport modes should be taken up; safe and suitable access provided for all users; and any significant impacts on the highway mitigated. Paragraph 110 states that priority should be given to pedestrian and cycle movements; the needs of people with disabilities and reduced mobility addressed; creation of safe, secure and attractive spaces; allow for the efficient delivery of goods; and be designed to enable use by sustainable vehicles. Paragraph 111 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

7.6.3 Chapter 12 identifies the importance of well-designed places and the need for a consistent and high quality standard of design. Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 127 states that decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

7.6.4 Chapter 14 identifies the approach to meeting the climate change challenge. New development should avoid increased vulnerability to the range of impacts arising from climate change and should be planned so as to help reduce greenhouse gas emissions, such as through its location, orientation and design (paragraph 150).

7.6.5 Chapter 15 identifies guidelines for conserving and enhancing the natural environment. Paragraph 170 states that new and existing development should not be put at unacceptable risk or be adversely affected by unacceptable levels of soil, air, water or noise pollution. Development should, wherever possible, help to improve local environmental conditions.

7.7 **Supplementary planning guidance**

7.7.1 Parking SPD

7.7.2 To supplement adopted Core Strategy policy T1, paragraph 3.2.6 of the adopted Parking SPD sets out the definition of Private, Non-Residential Parking (PNR) and Commuter Parking. The PNR definition is parking associated with a specific development, such as an office and only available for employees and visitors to the development. Commuter parking is defined as being over 5 hours duration and associated with peak period travel between 9am-5pm. The intended use of the proposed car parking would encompass both these definitions.

7.7.3 The Parking SPD interprets the requirement of Policy T1 in the Core Strategy (to limit the supply of commuter parking in areas of high public transport accessibility) by defining a maximum amount of PNR parking at new City Centre developments alongside controlling public off street commuter parking to current levels. The relevant adopted policy within the Parking SPD is policy LPP3.

7.7.4 Policy LPP3

LPP3: Proposals for car parking on vacant or cleared sites will be considered as follows:

(iii) Fringe City Centre Commuter Parking Control Area

Use for commuter parking will only be supported on a temporary basis. Proposals (including the renewal of temporary permissions) will be judged on their merits

taking account of

- (a) Accessibility of the immediate area by public transport
- (b) Impacts on highway efficiency, congestion levels, air quality and road safety
- (c) Progress in the delivery of new public transport capacity and infrastructure
- (d) Impacts on the viability of public transport including initiatives such as public park and ride
- (e) Visual appearance, biodiversity and contribution to other temporary uses
- (f) Impacts on the implementation of travel plans

7.7.5 Policy LPP3 therefore advises that in this location the acceptability of a proposed use for commuter parking will be dependent upon the consideration of a number of factors as set out in paragraph 7.7.4 above and in any case would only be acceptable on a temporary basis .

7.7.6 Car Parking Guidelines (Parking SPD)

Code	Use / instance	Unit	Core	Fringe	Remaining
B1	Business Offices	GFA m2	1:175	1:100	1:33

The applicant's submitted Technical Note indicates that based on the current parking guidelines outline in the Parking SPD, five parking spaces would be required to serve a floor area of 461sqm. These spaces are already provided within the basement of Northgate House.

7.7.7 Travel Plans SPD

Paragraph 5.2.3 of the Travel Plan SPD states:

'Applications from existing businesses, organisations and schools seeking to increase car parking capacities without linked development will be required to show that a travel plan has been in place and fully implemented and other options to reduce car use have been implemented.'

8.0 **Main issues**

- Transportation / Climate Change and Sustainability
- Use of brownfield land
- Material considerations raised by ward members

9.0 **Appraisal**

9.1 Transportation / Climate Change and Sustainability

9.1.1 The site is situated within the City Centre Boundary as defined by the Core Strategy and within the Fringe Car Parking Zone as defined by the Parking Policy SPD. Additionally, the proposed development (in its revised and reduced form brought forward for determination) is to provide 27 temporary car parking spaces (21 spaces and 6 car share bays) on a cleared site for long stay use of employees in the nearby building at Northgate house, 118 North Street.

- 9.1.2 Parking policies control the use and supply of car parking across the City including to limit the supply of PNR and commuter parking in areas of high public transport accessibility, such as the City Centre.
- 9.1.3 The applicant's supporting information suggests the car park should be classified as 'Private Non-Residential Car Parking' which is identified as being a type of parking placed higher in the council's adopted parking hierarchy than public 'commuter' car parking. Officers acknowledge the site is not employed for general public car parking, that it is linked to Northgate House and the businesses therein and is managed in such a way to prevent general public use. Notwithstanding this, the applicant's submitted travel survey indicates that some of the usage is a form of traditional commuter car parking as defined by the Parking SPD (stays of over 5 hours and travel at peak periods), with under 40% of the 48 employees making only occasional business trips and about 50% requiring to undertake off-site visits regularly, with another 10% working flexibly.
- 9.1.4 The submitted supporting information put forward by the applicant pre-dates the Covid19 pandemic and its associated restrictions. The current and evolving situation will undoubtedly mean there are and have been enforced revisions to the ratios set out in 9.1.3, but are also likely to have resulted in an increase in home/flexible working. This in turn will have affected vehicle movement patterns from the site and the applicant's expressed need to access vehicles during the working day from Northgate House, based on their business's distinct requirements.
- 9.1.5 Whilst the likely short to medium term changes to working practices arising as a corollary of the pandemic can be borne in mind they are nevertheless difficult to predict in the long term and the assessment against the adopted policies which follows is undertaken based on the applicant's supporting information and business model which pre-date the current restrictions.
- 9.1.6 Policy LPP3 is also relevant to the application proposal, which it is clear includes a mixture of PNR and private commuter parking types, setting out six clear tests. The policy itself does not provide for any exceptions or other factors to be considered, such as impact on economic performance of individual businesses. The development is assessed against the six tests as follows:
- 9.1.7 (a) **Accessibility of the immediate area by public transport**
- 9.1.8 Although not 'public transport' officers consider it important to set out the availability of public car parking provision in the locality as part of the policy analysis which follows as the viability of the use of such facilities within the locality forms a central pillar of the applicant's proposed justification. The applicant's supporting information defines a 400 metre (or 0.25 miles) walking distance as 'reasonable walking distance' to parking facilities and car parking availability based on their business requirements for rapid access to vehicles. The supporting information suggests three local car parks (Christopher Pratts, Byron Street and Trafalgar Street) as being the only viable available car parks in the vicinity. The reasonable walking distance criteria is set out in guidance on walking distances for journey purposes by the Institution for Highways and Transportation.
- 9.1.9 For the purposes of analysis, Byron Street has been discounted from further analysis due to its very limited size and therefore availability of spaces thereby not being a true comparator. Appendix A to this report shows the proximity of walking distances from the site to public car parking facilities available within the city centre. The

times/distances shown below are not based upon the fastest routes available but are calculated by officers based on using the best lit and busier streets in the vicinity such as North Street, Vicar Lane and Merrion Way where footfall and therefore natural surveillance is high.

- 9.1.10 The analysis at Appendix A shows that Templar Street Car Park (238 spaces) has not been considered by the applicant (despite being a similar distance to Northgate House as the Christopher Pratts surface car park). The St John's Centre car park sits approximately 82 metres beyond the applicant's definition of 'reasonable' walking distance hosting 282 spaces and would be within a comparable walking time to the two car parks identified as being within 'reasonable' proximity in terms of the applicant's business requirements. Officers consider that the definition of 'reasonable' set out by the applicant is overly restrictive, indeed the applicant's submitted travel plan advises a range between 200-800 metres walking distance as appropriate, albeit with 800 metres as a preferred maximum. The above table provides a non-exhaustive and widely available range of other parking facilities within the city centre which would allow for ease of access to vehicles during the working day.
- 9.1.11 Northgate Offices are located 1.2 kilometers (or 0.7 miles) from Leeds Train Station using well-lit routes along North Street, The Headrow / Vicar Lane and would require a 15 minute walking journey time. Leeds Bus Station is located 804 metres (0.5 miles) from the applicant's offices utilising a route via North Street and Vicar Lane, with a 9 minute walking journey time.
- 9.1.12 Northgate Offices are located 970 metres (0.6 miles) from designated Leeds Park and Ride bus stops on Boar Lane, equating to walking journey times of 12 minutes via well-lit and well surveyed routes along North Street and either Vicar Lane / Briggate. Officers consider that the city's Park and Ride facilities provide a sustainable transportation option for staff and visitors at Northgate House via accessible and well-lit public routes, which although outside of the applicant's definition of reasonable walking distances are appropriate transport options.
- 9.1.13 In addition to the wider range of destinations available either from the bus station, bus stops within the main core of the city centre or through use of Park and Ride facilities, Appendix B to this report provides details of bus services accessible from the immediate vicinity of Northgate House on North Street, including bus stops on Regent Street and Wade Lane. Officers consider these public transport facilities provide a convenient, sustainable and accessible form of public transportation for staff and visitors in terms of non-car based transportation to a wide variety of destinations, both locally and nationally.
- 9.1.14 Bus services set out in Appendix B operate on a predominantly north-south axis through the city. Whilst it is appreciated the services alone do not provide a comprehensive coverage of the Leeds city area, taken in tandem with other accessible bus services within the City Centre (located at short walking distances from Northgate House) and, coupled with opportunities to make connections with other city services along these individual service routes, the application site is considered to be well served by bus services and in totality with other transport and parking facilities. The proposal therefore fails when assessed against LPP3(iii)(a).
- 9.1.15 (b) **Impacts on highway efficiency, congestion levels, air quality and road safety**

Leeds Core Strategy has a key objective to reduce car use to combat both congestion and the effect of greenhouse gasses. In light of the widespread availability of sustainable transport options described above, proposals for additional long stay commuter car parking in this location are considered unnecessary and would add some limited additional congestion and pollution impacts on the local and strategic road networks. A new car park is likely to lead to a small but not insignificant amount of additional traffic being drawn into an already congested area. The applicant advises that what are calculated by officers to be 'additional trips' added to the network would in any event occur on the highway network irrespective of a grant of consent for the car park due to distinct business needs that require staff to be on site but with ready access to vehicles during the working day.

9.1.16 The applicant also asserts that if this consent is refused, parking would be displaced to other areas, noting that the choice for the use of a private car is not entirely driven by business need but also other factors such as lengthier journeys via public transportation and a need to combine work trips with other personal obligations such as school drop offs. The applicant advises that the provision of alternative transport modes is not the sole influencer of employee choices on how to travel, which is acknowledged, however changes in established working practices such as working from home and teleconferencing can assist in reducing the need for quantities of travel into the city centre.

9.1.17 Officers consider that the applicant's assessment does not consider the nuances of individual situations and potential adaptations to their working practices which may reduce dependency on the private car. The baseline position is that the car park as proposed is not authorised and therefore resulting associated trips on the network are additional beyond the previous use of the site. The question is whether they are justifiable or necessary. How those trips are managed and calculated should the car park be refused consent may or may not equate to a direct dispersal of these trips onto the highway network, dependent on what other transportation modes are selected by staff in the event of refusal. Adaptations and evolution of the business's working practices could potentially offset the applicant's perceived needs for car parking. The car park provides what must be acknowledged as the most convenient solution to business requirements. Officers consider acceptance of the car park without consideration of other potential strategies of transportation management such as recent (and in many cases enforced) trends towards home working, combinations of use of public transport alongside the timetabling and strategic planning of business related site visits (as well as increasing the use of remote meetings) would undermine the aims and objectives of adopted planning policies and the declared Climate Emergency. The applicant has submitted typical working schedules for consideration and these are set out at Appendix C to this report. Appendix D accompanies this information and aims to provide illustration by officers of the potential opportunities for evolving existing working practices to assist in reducing the need for unsustainable transport modes.

9.1.18 (c) ***Progress in the delivery of new public transport capacity and infrastructure***

9.1.19 The shift to public transport and reorientation of the city's transportation culture has been aided by considerable investment in public transport improvements since the adoption of the Council's development plan, with further improvements being funded from the reallocated £170 million NGT funding via the LPTIP programme. Park & Ride facilities at Temple Green and Elland Road are now established components of the city's transport strategy. New and extended Park & Ride and associated bus corridor/gateway schemes will all be completed before 2022. The Park & Ride

schemes will deliver in excess of 2,100 further spaces at Elland Rd, Temple Green and Stourton by summer 2021 on top of the 1,800 already delivered from 2014 to date.

9.1.20 In addition, new stations have opened at Apperley Bridge and Kirkstall Forge and have provided 600 parking spaces in 2016. Since 2011, morning peak period rail capacity into Leeds has been increased by at least 9,000 seats (27%), with more programmed for delivery through the TPE franchise. The 23km City Connect cycle network has also been implemented. Leeds City Railway station is undergoing significant improvement with a new south entrance provided since 2014, enhanced concourse and new platform works, with further investment planned to the New Station Street entrance. Therefore, in conjunction with the already available sustainable transport options set out above, the city is clearly and demonstrably moving away from a prevailing culture of car use towards more sustainable options and investing accordingly.

9.1.21 (d) ***Impacts on the viability of public transport including initiatives such as public park and ride***

The Council's long term transport strategy seeks to control the growth of commuter car parking spaces and promote public transport as an attractive alternative to the private car. There is strong evidence to suggest that the provision of cheap (or in this case, free to staff) long stay car parking, even on a temporary basis, actively undermines the viability and attractiveness of more sustainable travel options such as public transport initiatives including Park and Ride, bus improvements and increased rail capacity. It has long been recognised that the volume of car commuting and congestion is at least partly determined by the amount of affordable and available long-stay parking spaces. In the case of this application, staff would be able to use the availability of free and proximately located parking and this would naturally deter the use of public / sustainable transport methods or change to working practices as a point of first resort. This would be contrary to national and local transport policy aims and objectives and would undermine the considerable investment made so far in delivering a culture change around travel in the city. The proposal is considered to be contrary to this longstanding objective, and the aims of Core Strategy Policies T1 and T2, and Spatial Policy 11: Transport Infrastructure Investment Priorities and fails in regard to policy LPP3 (iii) (c&d).

9.1.22 (e) ***Visual appearance, biodiversity and contribution to other temporary uses***

As noted above, the proposals are for a 5 year temporary consent. It is considered that the site in its developed state as a car park presents a poor visual element of the street scene along North Street, appearing as a gap in the street between existing buildings. The site is bounded by palisade fencing which whilst consistent with boundary treatments adjacent and in keeping with the adjacent industrial uses, is not offset by the visual presence of an associated building to add an element of visual interest. The site features a wide and deep expanse of hardstanding and is dominated by the visual presence of vehicles. This impact is not contrasted or mitigated by any element of supporting landscaping, nor do the proposals include plans to introduce any to support the development. The application site would in effect be sterilized from further development for a period of 5 years in this visual state and therefore the proposals are therefore considered to fail with regard to Policy LPP3 (iii)(e)

9.1.23 (f) ***Impacts on the implementation of travel plans***

The applicant advises that prior to the preparation of the proposed travel plan and provision of the car park, there has not been a formal travel plan in place for the organisation; whilst one was prepared as part of the original planning application for the building, this has since lapsed. The proposed travel plan measures are intended to work in tandem with the temporary duration of permission for the car park to reduce car dependency. However, by operating a travel plan in tandem with the car park rather than in advance of a car park as a point of last resort and having exhausted all other options, there is a clear failure to spotlight and consider other methods/measures where adopted measures in the plan may be failing to achieve the required effect. Officers consider that in line with advice in the adopted Travel Plans SPD, travel plan measures should be brought into force in advance of seeking permission for a car park as the provision of a car park would undermine the success of alternative and more sustainable transport options with the car park providing what would be substantially the most convenient travel option for staff.

9.2 Use of brownfield land

9.2.1 Paragraph 4.3.3 of the adopted Core Strategy sets out a clear aspiration to harness the potential for vacant and underused areas of brownfield land in and around the city centre for development purposes. Previously developed land is set out within the Core Strategy as a preferable location as part of a sequential approach before the use of greenfield sites for development. Spatial Policy 6 sets out a preference for the use of brownfield sites for housing purposes where the lowest impact on green infrastructure would occur and where public transport infrastructure and services are well provided. The application site meets these criteria and the proposed parking use is considered to be an underuse of the land which has potential for a variety of development purposes within this mixed use city centre context. The use of the site as a car park for a 5 year period in effect sterilises the potential for permanent development to be realised.

9.3 Material considerations raised by ward members

As noted at paragraph 5.6 above, ward members have highlighted a number of other material considerations which should be taken into account. These are addressed as follows:

9.3.1 **Unique operational requirements of the applicant**

On balance, officers do not consider that the applicant's operational requirements are so vastly departed from many other businesses and services which operate close to or within the City Centre as to warrant sufficient justification to outweigh the adopted policy. Indeed, by way of comparison, many Leeds City Council departments and external businesses within the private sector have staff who are required to make off-site visits around the city or further afield, sometimes at short notice without having access to dedicated parking facilities. It is considered that a relaxation of the adopted policy here would not be seen as fair and consistent to

other businesses who have operational requirements not dissimilar to those of the applicant and are required to comply with the Council's adopted parking policies.

9.3.2 Displacement of parking to surrounding areas

Widespread on street parking controls are in operation around the application site and the area around the fringe periphery of the City Centre boundary. The use of on-street parking controls are one arm of a long standing strategy within the city to control commuter parking levels in order to maintain standards in air quality, reduce congestion and more recently with regard to the declared climate emergency. It is considered that the sustainable answer to the above concern is not to allow more private car parking in the City Centre but instead to extend on street parking controls which prevent the adverse impacts of indiscriminant commuter parking and preserve sufficient parking for local residents.

9.3.3 The ward suffers from high levels of crime and this is a point of concern with regard to the safety of staff.

Little London and Woodhouse has the highest crime statistics within the City compared to all other ward areas and this is evidenced in the applicant's supporting information, which includes an assessment of crime based on figures attained for the immediate surrounding area close to the application site. The figures provided are based upon instances of crimes recorded at a 1 mile radius of each address (Appendix G to this report).

These statistics are noted, but do not consider the finer nuances of the ward in question. Little London and Woodhouse Ward covers a large area which predominantly includes the main city centre but also areas around the city centre fringe and beyond. A study of crime statistics set out at Appendix F has been undertaken by officers to more succinctly demonstrate the fluctuations between crime levels across the ward (which are expected fluctuations based on the wide variety of environments within this large geographic area) and which cannot be simply analysed homogeneously. The inclusion of the main shopping areas and areas with a vibrant night time economy debase ward-wide figures as these are more likely to attract personal forms of crime by their nature and provide opportunities in such circumstances for criminals. These are vastly different sets of circumstances than an area (for example) in the north westerly quadrant of the ward, more residential in nature and displaying much lower instances of crime. Therefore a simple comparison between wards, rather than comparison within the ward itself is not considered a suitable methodology and the use of statistics with a radius as wide as 1 mile from the point of relevance is not considered sufficiently accurate.

The statistics compiled by officers at Appendix F are based on averages of reported crimes within five sample areas within the ward at two intervals February 2020 (before Covid restrictions) and August 2020 (the most recent available statistics). Statistics are also based upon a 0.5 mile radius rather than the 1 mile radius set out by the applicant and with respect to the city centre core and the area close to the application site itself are based on the averages across statistics for three streets in each area. Three other streets around the ward periphery are shown for comparison.

The compiled data at Appendix F: figure 7 shows that the sample for the 'site and surrounding area' shows significantly lower crime levels for violence and theft than the core city centre area. Therefore, although the crime rates are high in the central part of the ward, the area around the application site is not prone to more personal

forms of crime than other parts of the city centre, where workers walk to public transport facilities and public car parks.

9.3.4 The site would not be sterilised from future development by virtue of the consent being temporary.

This matter is addressed at paragraph 9.2.1 above. Whilst a temporary consent would not result in a permanent sterilization of the land, the use of the land for car parking for the five years is considered to be an under-use of brownfield land, which the Core Strategy seeks to resist.

9.3.5 The site works have improved the visual amenities of the street scene rather than detracted from them.

This matter is addressed at paragraph 9.1.22 above. Notwithstanding, although there is considered to be an adverse visual impact from the use of the land as a stark open car park, whereby the site appears as a gap in the street scene on a key route into the city centre, this issue in isolation is not considered sufficient as to form a reason for the refusal of the application. It is considered that there is opportunity to temporarily improve the poor visual impact of the car park through the use of improved boundary treatments and landscaping support and that this improvement could be controlled through conditions in the event of an approval.

9.3.6 Economic impact / fallout from Covid19 / Support for local business.

The long term economic impacts arising from the Covid19 pandemic are not yet known and cannot be fully quantified. However, it is considered that agreeing to parking in this location would undermine the city's long term transport strategy with associated adverse impacts in terms of air quality, congestion and the climate emergency. Whilst the issue of recent economic impacts has and should be noted, it is considered that for the reasons set out in the report above, the potential benefits to the applicant from approval of the development would not outweigh the harm to the city's transport strategy aims and objectives and the city council's adopted policies in this case.

10 Conclusion

10.1 The proposals are considered to fail in regard to the adopted policies of the development plan. The material considerations put forward by the applicant to justify the need for the development are not considered to outweigh the aims of the adopted policy and therefore, officers recommend the application be refused for the reason set out at the head of this report.

APPENDIX A – Public car parking and walking distances

PUBLIC CAR PARK	DISTANCE (metres)	DISTANCE (miles)	Walking time (mins)
Trafalgar Street	32	0.02	1
Christopher Pratts	482	0.3	5
Templar Street	321	0.2	5
St Johns Centre	482	0.3	7
Victoria Gate	643	0.4	8
Market NCP	804	0.5	10
Merrion Centre	804	0.5	11
Woodhouse Lane	1448	0.9	21

APPENDIX B – Local Bus Services from proximity to application site (stops at Byron Street, North Street, Regent Street, Wade Lane)

SERVICE	DESTINATION	FREQUENCY
3a	Gledhow	20 mins
36	Harrogate	15 mins
13	Brackenwood	30 mins
7	Primley Park	20 mins
12	Roundhay	10 mins
48	Wigton Moor	60 mins
7a	Alwoodley	60 mins
2	Roundhay	10 mins
42	Fernville	12 mins
X99	Wetherby	60 mins
X98	Oakwood	60 mins

SERVICE	DESTINATION	FREQUENCY
51 (Wade Lane)	Morley	10 mins
52 (Wade Lane)	Tingley	10 mins
51 (Wade Lane)	Moor Allerton	10 mins
52 (Wade Lane)	Moor Allerton	10 mins

APPENDIX C – Staff Movement Tracker (applicant submission)

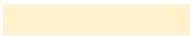
Table Two - Staff Movement Tracker

	Accounts Team:	Design & Projects Team	Development Team	Roomzzz Opps Team	IconInc Opps team
Mon	Office	Office - team meeting.	Office in AM. Site meeting PM.	Working from home.	Office - management meeting - all attend
Tue	Office	Working from Home.	Manchester	Office - management meeting - all attend.	Leeds IconInc The Edge site
Wed	Office in AM. Visit to PLP1 in PM	Newcastle Site visit.	Manchester	Office in AM / Visit to RMZ Newcastle in PM.	n/a
Thur	Visit to PLP2 in AM. Visit to RentInc in PM.	York site visit.	Office	Visit to RMZ Leeds in AM. Office in PM.	Leeds IconInc Glassworks site all day.
Fri	Office in AM. Unexpected visit to HIVE in PM.	Lincoln site visit	Working from home	n/a	n/a
Sat	n/a	n/a	n/a	n/a	Office in AM. Visit to ICI Liverpool in PM
Sun	n/a	Home in AM. Office in PM (drawing print prep).	n/a	Office in AM. Visit to RMZ York in PM.	n/a

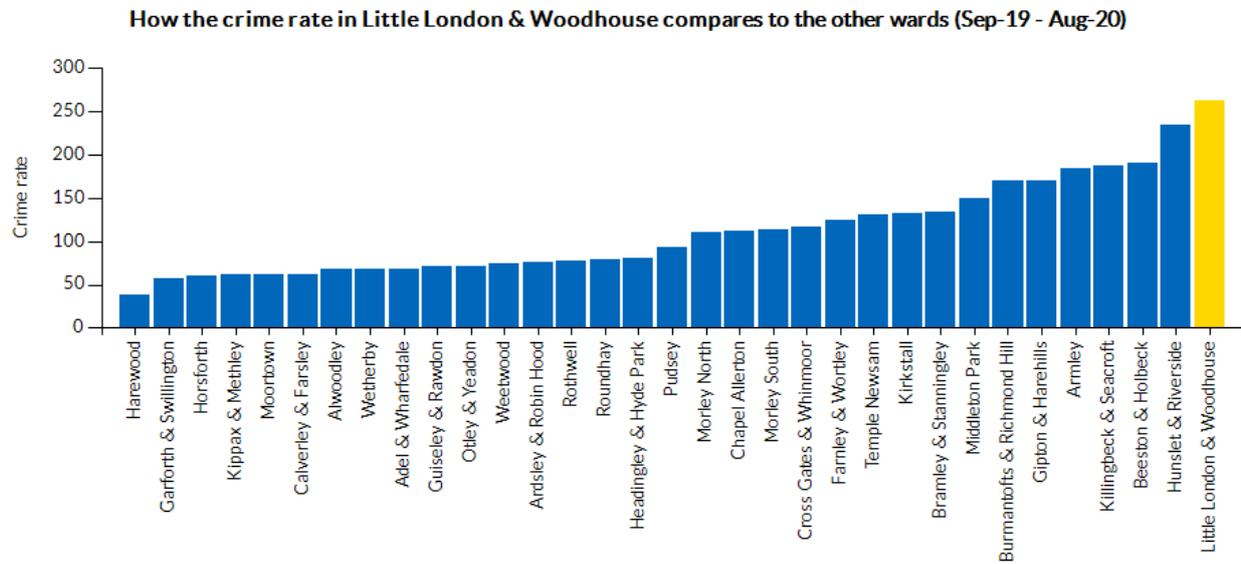
APPENDIX D – Staff movement tracker (opportunities)

	Accounts Team	Design and Projects Team	Development Team	Roomzzz Ops Team	IconInc Opps Team
Monday	Office	Office – Team Meeting	Office in AM. Site meeting PM	Working from home	Office management meeting – all attend
Tuesday	Office	Working from home	Manchester	Office management meeting – all attend	Leeds IconInc The edge site
Wednesday	Office AM. Visit to PLP1 in PM	Newcastle Site visit	Manchester	Office in AM / visit to RMZ Newcastle in PM	n/a
Thursday	Visit to PLP2 in AM. Visit to RentInc PM	York site visit	Office	Visit to RMZ Leeds in AM. Office in PM	Leeds IconInc Glassworks site all day
Friday	Office AM, unexpected visit to HIVE in PM	Lincoln site visit	Working from home	n/a	n/a
Saturday	n/a	n/a	n/a	n/a	Office in AM. Visit to ICI Liverpool in PM
Sunday	n/a	Home in AM. Office in PM (drawing print prep)	n/a	Office in AM. Visit to RMZ York in PM	n/a

 No office presence required

 Alternative working such as teleconferencing and working from / travel from home possible

APPENDIX E – CRIME STATISTICS BY WARD (SEPTEMBER 2019 - AUGUST 2020)



Information taken from <https://observatory.leeds.gov.uk/crime-and-community-safety/report/view/1b51c4afc13b44f7aa57acdf46dce5de/E05011403>

APPENDIX F – OFFICER CRIME STATISTICS STUDY

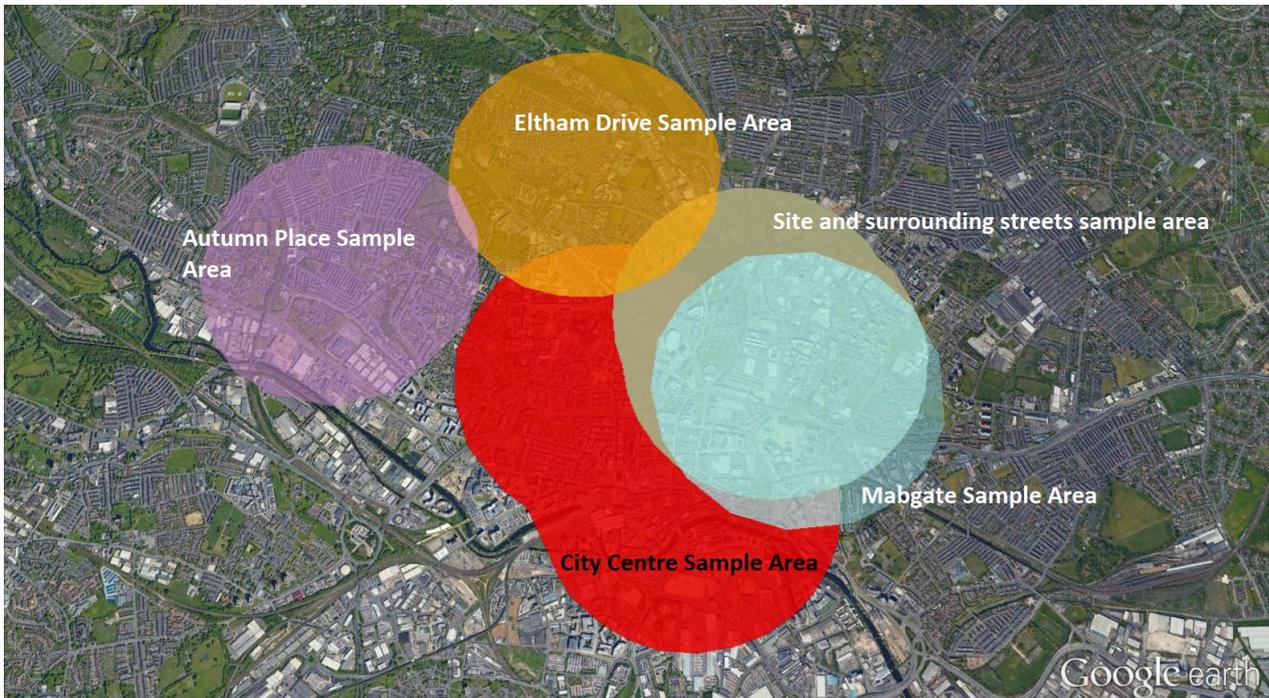
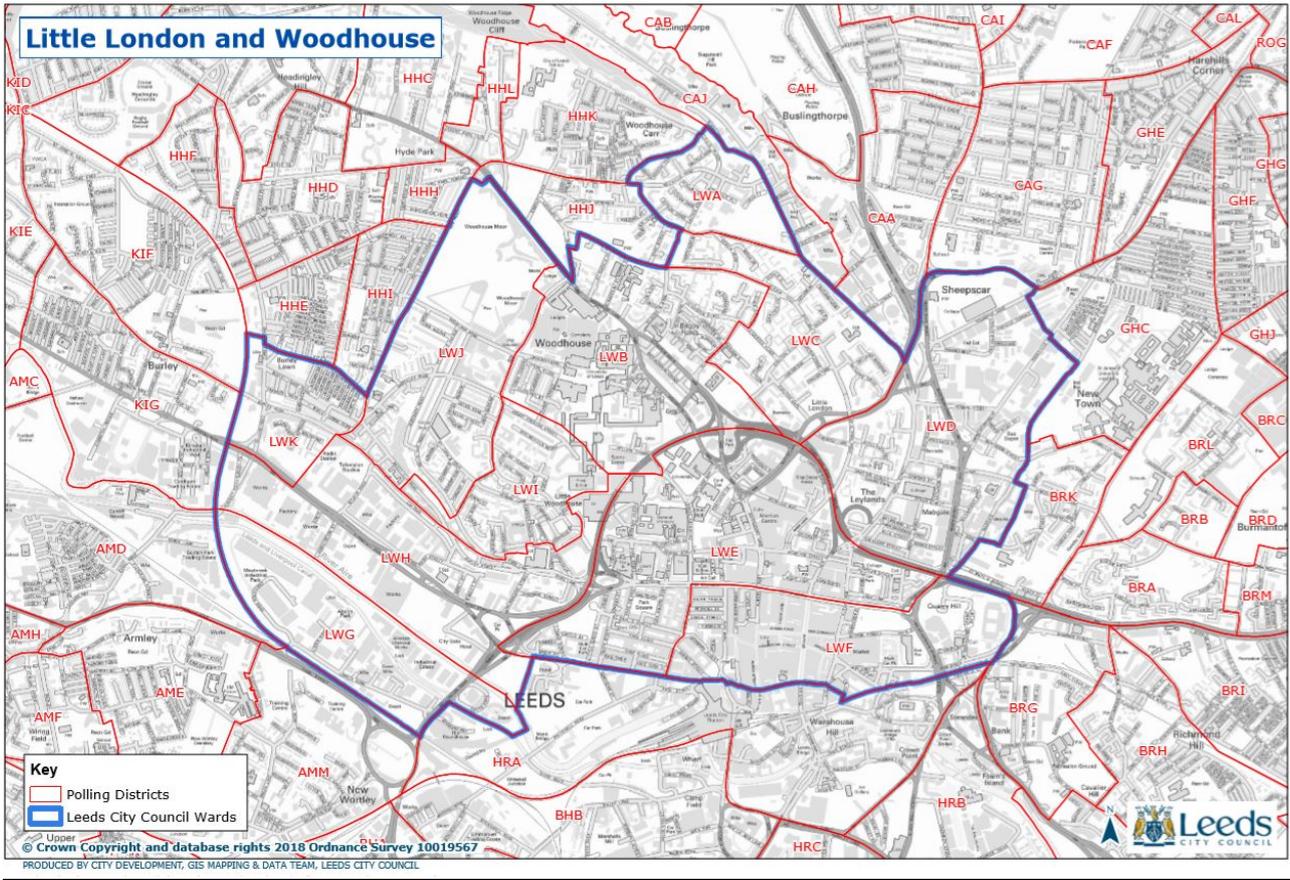


Fig.1 – Crime Statistics Sample Areas and Ward Map



Street	Asb	Cycle Theft	Burglary	Crim.Damage	Drugs	Other theft	Pos.weapon	Pub.Order	Robbery	Shoplifting	Theft (person)	Vehicle Crime	Violence/sexual	Other
Millenium Square	82	19	20	27	22	47	5	81	7	73	30	27	156	4
Briggate	78	16	15	25	26	52	5	76	6	87	31	20	145	5
Call Lane	80	16	13	26	27	53	5	75	6	87	31	23	147	5
AVERAGE (Aug)	80	17	16	26	25	50.6	5	77.3	6.33	82.3	30.6	23.3	149.3	4.66
Millenium Square	100	10	29	47	16	127	9	75	15	170	122	33	300	8
Briggate	100	5	24	45	20	117	8	75	17	181	107	27	286	6
Call Lane	109	5	23	46	20	117	8	77	18	181	107	29	286	6
AVERAGE (Feb)	103	6.66	25.3	46	18.6	120.3	8.33	75.66	16.66	177.3	112	29.6	290.66	6.66
TOTAL AVERAGE	92	11.83	20.65	36	21.8	85.45	6.66	76.48	11.495	129.8	71.3	26.45	219.98	5.66

The figures above are averages taken from crime statistics from February 2020 and August 2020 and from a 0.5 mile radius of three street locations within the city centre, generating the boundary area shown in red above. (Data source, <https://www.streetcheck.co.uk>)

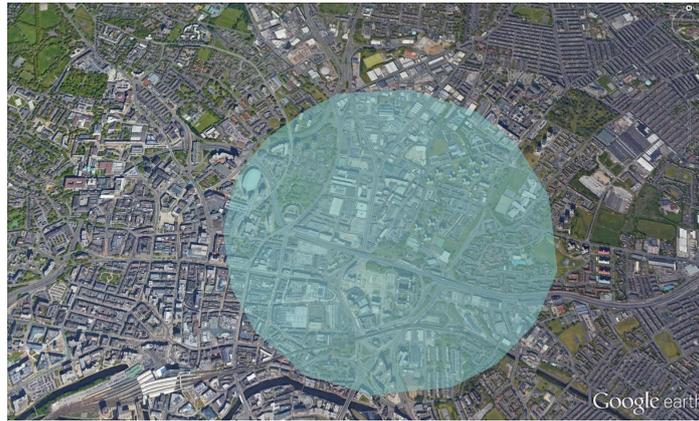
Fig.2 – City Centre Sample Area



Street	Asb	Cycle Theft	Burglary	Crim.Damage	Drugs	Other theft	Pos.weapon	Pub.Order	Robbery	Shoplifting	Theft (person)	Vehicle Crime	Violence/sexual	Other
Application site	26	7	7	39	6	37	4	20	10	42	22	35	110	2
Byron Street	49	7	10	51	10	48	7	48	14	83	30	35	175	4
Regent Street	30	8	8	41	6	43	4	21	10	43	23	35	113	2
AVERAGE (FEB)	35	7.33	8.33	43.6	7.33	42.66	5	29.66	11.33	56	25	35	132.6	2.66
Application site	38	8	17	23	7	18	4	25	2	26	7	42	79	4
Byron Street	61	8	18	24	13	30	5	42	3	47	15	41	92	5
Regent Street	45	8	17	23	8	22	3	29	2	27	9	44	82	4
AVERAGE (AUG)	48	8	17.3	23.3	9.33	23.3	4	32	2.33	33.3	10.3	42.3	84.3	4.3
TOTAL AVERAGE	42	7.6	8.65	33.45	8.33	32.98	4.5	30.83	6.83	44.65	17.65	38.65	108.45	3.48

The figures above are averages taken from crime statistics from February 2020 and Aug 2020 and from a 0.5 mile radius of three street locations around the application site, generating the boundary area shown in beige above. (Data source, <https://www.streetcheck.co.uk>)

Fig.3 – Site and Surrounding Streets Sample Area



Street	Asb	Cycle Theft	Burglary	Crim.Damage	Drugs	Other theft	Pos.weapon	Pub.Order	Robbery	Shoplifting	Theft (person)	Vehicle Crime	Violence/sexual	Other
Mabgate (August)	68	9	18	22	17	33	5	42	4	61	19	48	101	4
Mabgate (Feb)	60	7	11	44	11	60	6	42	17	114	50	34	192	3
Average	64	8	14.5	33	14	46.5	5.5	42	10.5	87.5	34.5	41	146.5	3.5

The above are averages taken from crime statistics from February 2020 and August 2020 and from 0.5 mile radius of Mabgate. (Data source <https://www.streetcheck.co.uk>)

Fig.4 – Mabgate Sample Area



Street	Asb	Cycle Theft	Burglary	Crim.Damage	Drugs	Other theft	Pos.weapon	Pub.Order	Robbery	Shoplifting	Theft (person)	Vehicle Crime	Violence/sexual	Other
Autumn Place (august)	73	9	18	32	7	29	n/a	26	5	3	4	8	86	1
Autumn Place (Feb)	37	8	15	30	10	21	3	22	4	3	4	16	65	4
Average	55	8.5	16.5	31	8.5	25	3	24	4.5	3	4	12	75.5	2.5

The above are averages taken from crime statistics from February 2020 and August 2020 and from 0.5 mile radius of Autumn Place. (Data source <https://www.streetcheck.co.uk>)

Fig.5 – Autumn Place Sample Area



Street	Asb	Cycle Theft	Burglary	Crim.Damage	Drugs	Other theft	Pos.weapon	Pub.Order	Robbery	Shoplifting	Theft (person)	Vehicle Crime	Violence/sexual	Other
Eltham Drive (august)	25	3	5	10	3	19	2	19	4	2	1	6	53	2
Eltham Drive (Feb)	15	3	10	11	5	8	4	18	6	2	3	4	51	3
Average	20	3	7.5	10.5	4	13.5	3	18.5	5	2	2	5	52	2.5

The above are averages taken from crime statistics from February 2020 and August 2020 and from 0.5 mile radius of Eltham Drive. (Data source <https://www.streetcheck.co.uk>)

Fig.6 – Eltham Drive Sample Area

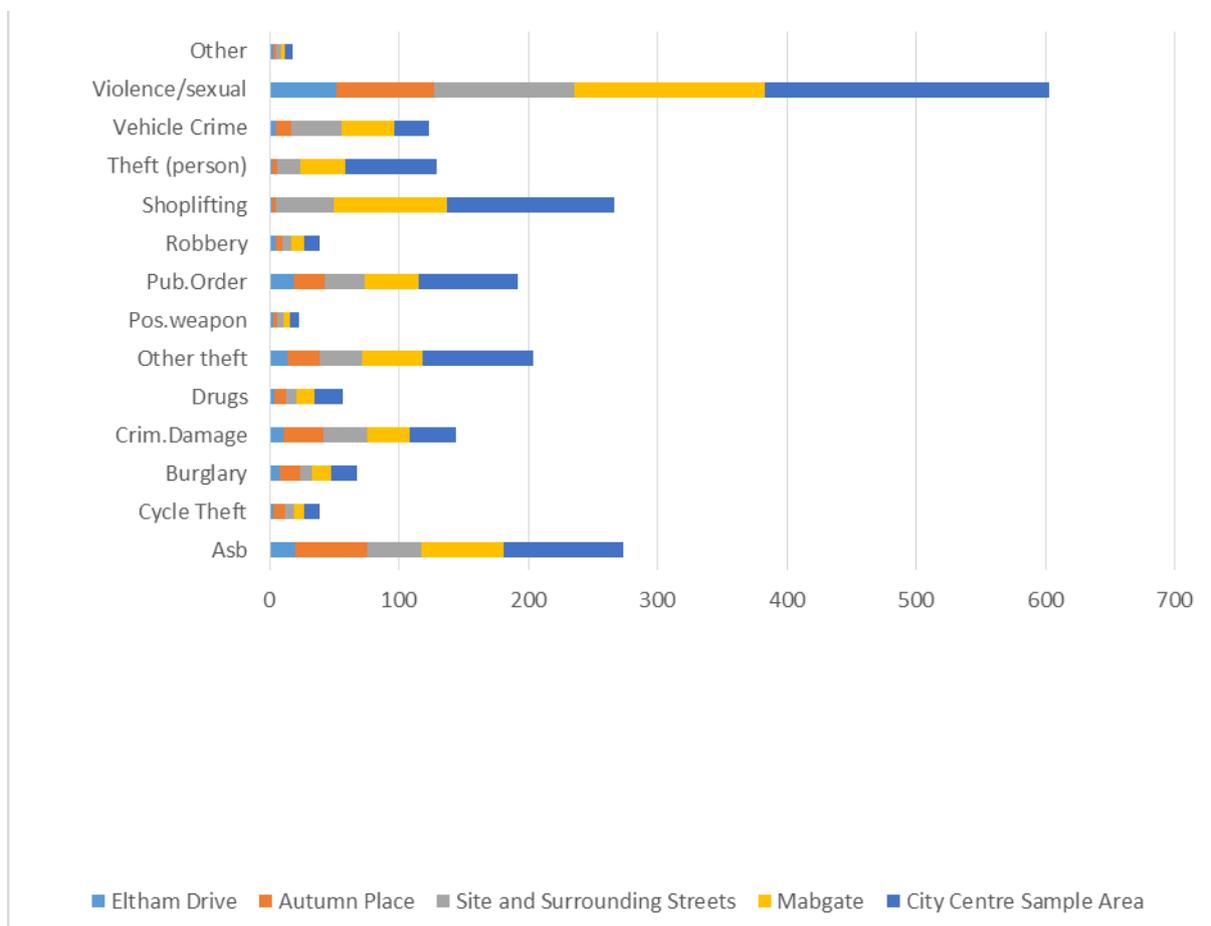
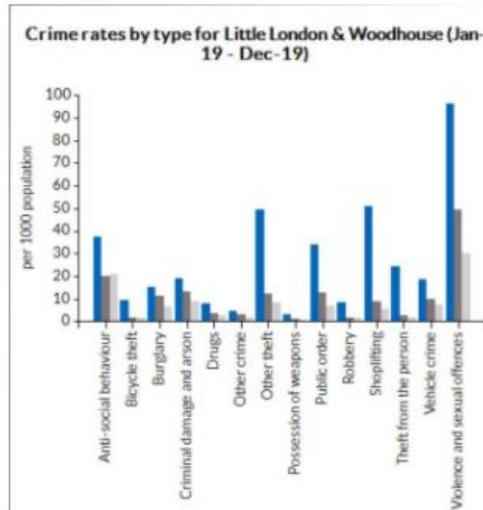
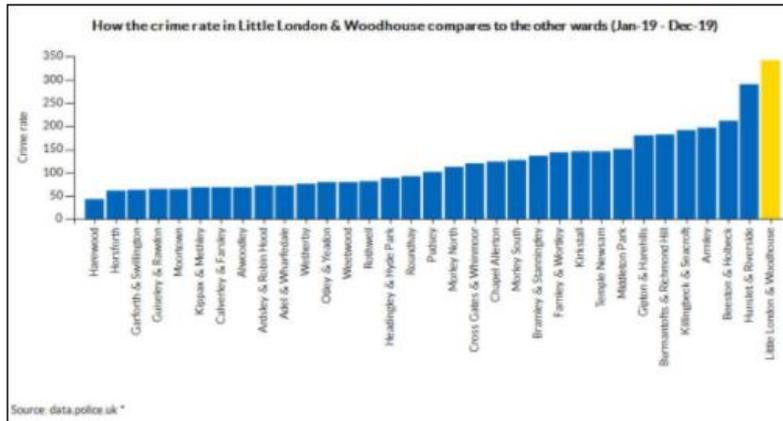


Fig.7 – Crime fluctuations between the individual sample areas within Little London and Woodhouse Ward

APPENDIX G – APPLICANT SUPPORTING INFORMATION ON CRIME AND SAFETY

Personal Safety

The site is located within post code area LS7 1AF, within the Little London and Woodhouse ward. Data from observatory.leeds.gov.uk confirms that this ward had the highest levels of crime comparatively against other Leeds wards in 2019 (data.police.uk, 2020), with the most commonly reported crimes being physical offences. Please see the images overleaf.



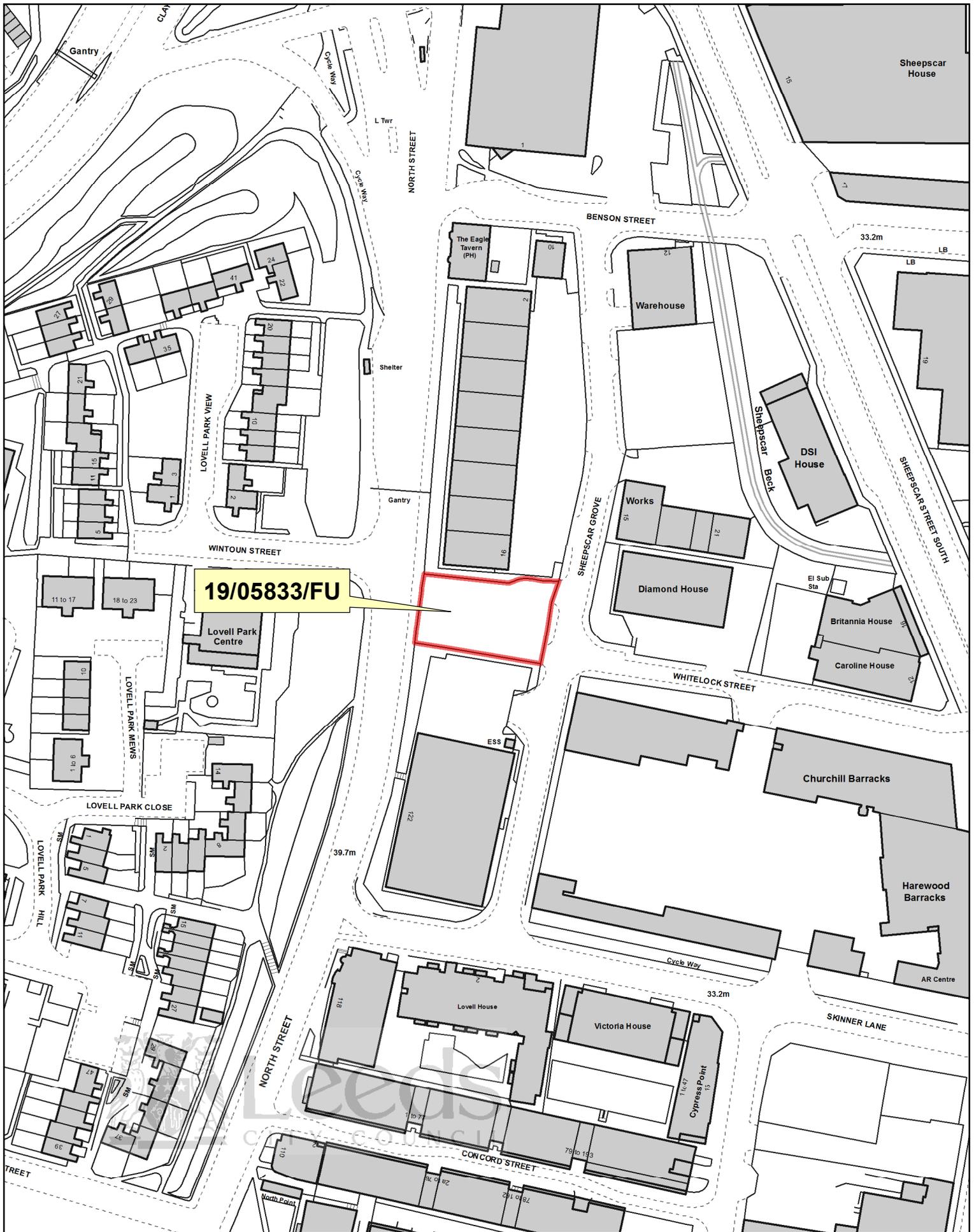
More specifically, within post code area LS7 1AF, 1771 crimes were reported in February 2020 alone, with 5 crimes reported on or near Sheepscar Row (400m walk from the site), including criminal damage and arson, public order and violent and sexual offences. There were also 4 crimes reported on or near Concord Street (300m walk from the site) and others on or near a number of streets in proximity to the site, such as Grafton Street (280m walk from the site) and Bristol Street (260m walk from the site) (crime-statistics.co.uk, 2020).

In addition, anecdotal evidence from PLG staff recalls approximately five

serious crime incidents over the last two years. This led to PLG adopting a company policy of no lone walking to the car park after 5.30pm to ensure staff are safe.

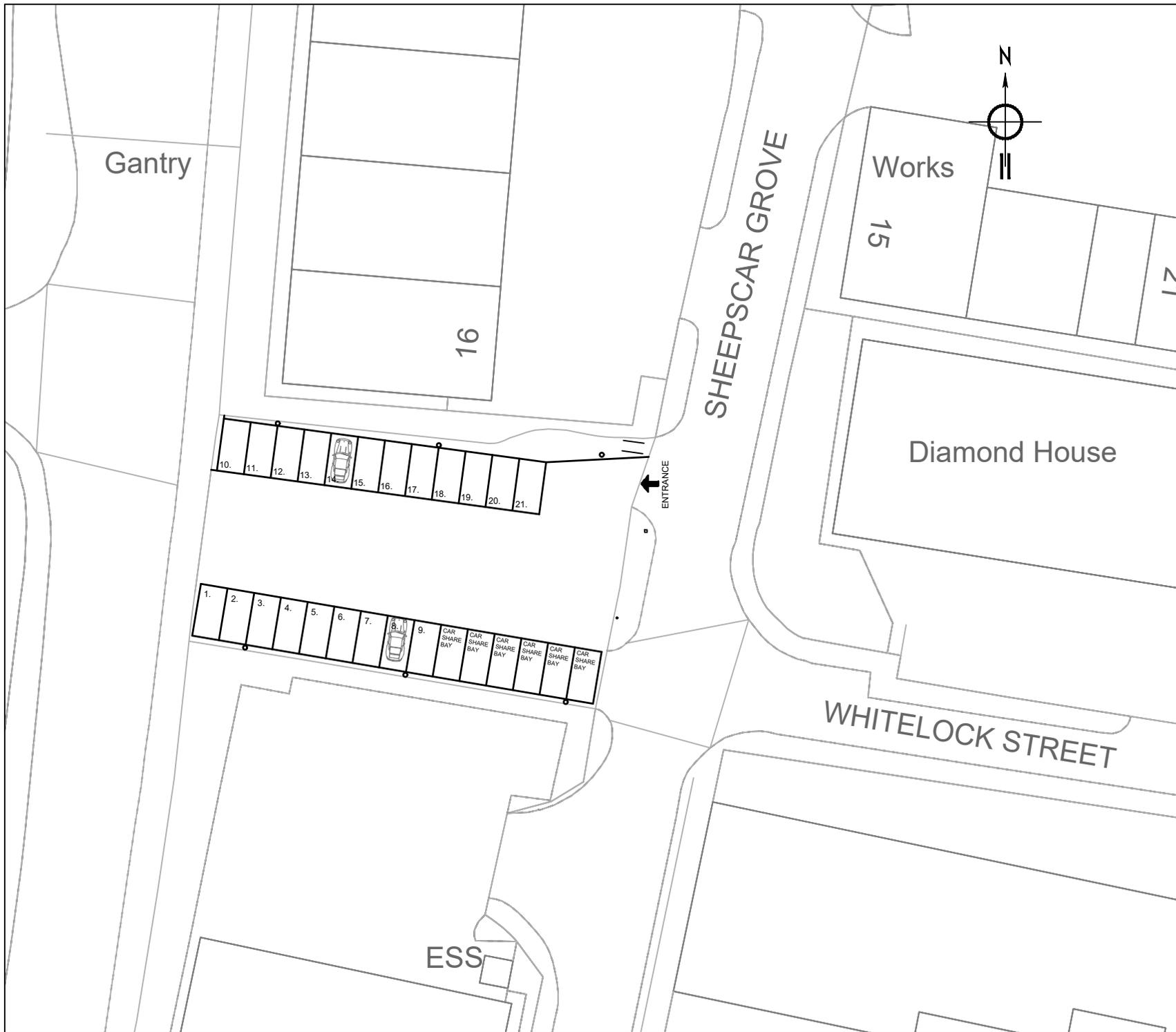
Summary

At present, PLG staff have access to car parking facilities a very short walking distance from their office location. Ultimately, PLG staff have genuine and valid concerns regarding safety should they have to walk longer distances from the office to their car. As evidenced above, these are valid concerns, and we therefore request the application is approved.



CITY PLANS PANEL





NOTES

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Work within the Construction (Design & Management) Regulations 2015 is not to start until a Health and Safety Plan has been produced.

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DRAWING STATUS/TYPE KEY

F Feasibility SK Sketch L Landscape
 P Planning M Marketing S Survey
 T Tender TNT Tenant OS Ordnance Survey
 C Construction AB As Built

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 X:\PLP_Hentons\PL_HE Parklane Hentons Office\01 Design\1.1 Drawings\1.1.1 Sketch\Car Park\SHEEPS CAR GROVE.dwg

revisions

Rev	Description	Drawn	Date	Checked	Date
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CAR PARK AREA
950m²



Northgate, 118 North Street, Leeds LS2 7PN.
 t: 0113 230 5627

PROJECT
 PARKLANE HEAD OFFICE

DRAWING TITLE
 SHEEPS CAR GROVE CAR PARK
 SITE LAYOUT PLAN

Scale	Drawn By	Date Checked
1:500@A4	SG	
	Date Drawn	Checked By
	06.11.19	
Drawing Status	OS	

DRAWING NO.
1056_003