



## Report of the Chief Planning Officer

### PLANS PANEL CENTRAL

Date: 15<sup>TH</sup> MARCH 2011

**Subject: APPLICATION 11/05031/FU – USE OF SITE AS LONG STAY CAR PARK (601 SPACES) AND SHORT STAY CAR PARK (226 SPACES), GREEN SPACE AND ALTERATIONS TO EXISTING BUILDING TO FORM NEW CULTURAL HUB WITH ANCILLARY RESTAURANT/CAFÉ/BAR (A3/A4) AT FORMER BREWERY, HUNSLET LANE**

**APPLICANT**  
Carlsberg UK

**DATE VALID**  
29/11/2011

**TARGET DATE**  
28/02/2012

**Electoral Wards Affected:**

City and Hunslet

No

Ward Members consulted  
(referred to in report)

**Specific Implications For:**

Equality and Diversity

Community Cohesion

Narrowing the Gap

**RECOMMENDATION:**

**APPROVE** subject to the specified conditions (and any others which might be considered appropriate) and following completing of a Section 106 Agreement to cover the following matters:

(i) Timing of delivery of the art hub

**In the circumstances where the Sec.106 has not been completed within 3 months of the resolution to grant planning permission, the final determination of the application shall be delegated to the Chief Planning Officer**

**CONDITIONS:**

1. The use hereby permitted shall be discontinued and the land restored to a condition the details of which shall have been submitted to and approved in writing by the Local Planning Authority on or before 15th March 2017

To comply with the aims of the Council's Transport Strategy in accordance with adopted UDPR policy CCCCP1

2. The development hereby permitted shall be carried out in accordance with the approved plans listed in the Plans Schedule.

For the avoidance of doubt and in the interests of proper planning.

3. Development shall not commence until a scheme detailing surface water drainage works has been submitted to and approved in writing by the Local Planning Authority. The details should be in accordance with the council's Minimum Development Control Standards for Flood Risk. The works shall be implemented in accordance with the approved scheme before the development is brought into use, or as set out in the approved phasing details.

To ensure sustainable drainage and flood prevention occurs in accordance with policies GP5, N39A of the adopted Leeds UDP Review (2006) and PPS25.

4. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) dated 25 November 2011

To ensure that the proposals are in accordance with PPS25.

5. Development shall not commence until full details of both hard and soft landscape works, including an implementation programme stating the works shall be completed within three months from the date of this consent (unless otherwise agreed in writing), have been submitted to and approved in writing by the Local Planning Authority. Landscape works shall include:

- (a) boundary details and means of enclosure,
- (b) method of delineating parking spaces,
- (c) hard surfacing areas,
- (d) CCTV, lighting structures, bollards, hoardings, public art
- (e) planting plans
- (f) written specifications (including soil depths, cultivation and other operations associated with plant and grass establishment) and
- (g) schedules of plants noting species, planting sizes and proposed numbers/densities.

All hard and soft landscaping works shall be carried out in accordance with the approved details, approved implementation programme and British Standard BS 4428:1989 Code of Practice for General Landscape Operations. The developer shall complete the approved landscaping works and confirm this in writing to the Local Planning Authority prior to the date agreed in the implementation programme.

To ensure the provision and establishment of acceptable landscape in accordance with adopted Leeds UDP Review (2006) policies GP5, N25 and LD1.

6. If within a period of five years from the date of the planting of any tree/hedge/shrub that tree/hedge/shrub, or any replacement, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree/hedge/shrub of the same species and size as that originally planted shall be planted in the same location as soon as reasonably possible and no later than the first available planting season, unless otherwise agreed in writing by the Local Planning Authority.

To ensure maintenance of a healthy landscape scheme, in accordance with adopted Leeds UDP Review (2006) policies GP5 and LD1.

7. a) No retained tree/hedge/bush shall be cut down, uprooted or destroyed nor any tree be pruned, topped or lopped or suffer root severance other than in accordance with the

approved plans and particulars, without the prior written approval of the Local Planning Authority. Any approved pruning, topping or lopping shall be carried out in accordance with current British Standards and any tree survey approved by the Local Planning Authority.

b) If any retained tree/hedge/bush is removed, uprooted or destroyed or dies the Local Planning Authority shall be notified forthwith in writing. Another tree/hedge/bush of an agreed size and species shall be planted at the same place and at such time, as may be specified in writing by the Local Planning Authority.

Retained tree/hedge/bush refers to vegetation which is to be retained, as shown on the approved plans and particulars, and the condition shall have effect until the expiration of five years from the date of occupation.

To ensure the continuity of amenity afforded by existing vegetation in accordance with adopted Leeds UDP Review (2006) policies GP5 and LD1.

8. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules shall be submitted to and approved in writing by the Local Planning Authority prior to the first use of the site as a car park. The landscape management plan shall be carried out as approved.

To ensure successful aftercare of landscaping, in accordance with adopted Leeds UDP Review (2006) policies GP5 and LD1.

9. Prior to the first use of the retained head-quarters building on site as an art hub, a Travel Plan Statement shall be submitted to and approved in writing by the Local Planning Authority. The measures set out in the approved Travel Plan Statement shall then be carried out in accordance with that Statement for the duration of the use of the building as an art hub.

In the interests of promoting the use of means of transportation other than the private motor vehicle in accordance with policy T24A of the Leeds UDP (Review) 2006.

10. The spaces indicated on the plan as replacements for 'Meadow Lane Long Stay Parking' shall not be used for the parking of vehicles at anytime unless otherwise agreed in writing by the Local Planning Authority.

These spaces are intended by the applicant as replacement spaces for those which currently exist outside the application boundary. As these are currently in use as car parking spaces their use at this time is not required and therefore to permit the use of these spaces at this time would increase the number of long stay spaces available in the city centre which would be likely to increase the flow of private vehicles during the morning and evening peak periods to the detriment of the highway network, its users and the city centre in general. This would be contrary to the objectives of policy T24A of the Leeds UDP (Review) 2006.

11. The existing barbed wire located on the boundary walls and railings shall be removed prior to the first use of the site as a public car park unless otherwise agreed in writing by the Local Planning Authority.

In the interests of amenity and visual amenity in accordance with policy GP5 of the Leeds UDP (Review) 2006

12. The 226 spaces to be used for short stay car parking hereby approved shall open no earlier than 0930 hours Monday to Friday and shall be closed for a period of time to include the morning peak traffic flow period, which for the purposes of this condition will be considered to commence at 0630, and this period of closure shall be retained for the duration

of the permission hereby granted unless otherwise agreed in writing by the Local Planning Authority.

In order to discourage the use of the short stay car park hereby approved as a long stay commuter car park in line with the objectives of the local transport strategy in accordance with policy T2 of the Leeds UDP (Review) 2006.

13. The 226 spaces to be used for short stay car parking hereby approved shall be operated in accordance with a tariff structure which shall actively encourage short stay parking and discourage long stay car parking by including a charge of over £25 for over 5 hours parking and that tariff structure shall remain in place for the period of the permission unless otherwise agreed in writing by the Local Planning Authority.

In order to discourage the use of the short stay car park hereby approved as a long stay commuter car park in line with the objectives of the local transport strategy in accordance with policy T2 of the Leeds UDP (Review) 2006.

14. The pedestrian walkways which pass through the car parking area indicated on the plans hereby approved shall be kept open through the site for the times that the car park is open to the public unless otherwise agreed in writing by the Local Planning Authority.

In the interests of pedestrian accessibility and safety in accordance with policy GP5 of the Leeds UDP (Review) 2006

15. The pedestrian walkways which pass through the greenspace areas indicated on the plans hereby approved shall be kept open to the public during the hours of daylight unless otherwise agreed in writing by the Local Planning Authority.

In the interests of pedestrian accessibility and safety in accordance with policy GP5 of the Leeds UDP (Review) 2006

16. The materials and methods to be used in the making good of the eastern elevation of the retained head-quarters building shall be submitted to and approved in writing by the Local Planning Authority. This elevation shall be surfaced and sealed in accordance with the approved details prior to the first opening of the car park to the public unless otherwise agreed in writing by the Local Planning Authority.

In order to ensure that these works are carried out within a time scale which will enable the reuse of this building in accordance with the permission hereby approved and to ensure that the building does not appear unsightly after the demolition of the existing building to which it is attached, in accordance with policy BD6 of the Leeds UDP (Review) 2006

17. For the avoidance of doubt, this permission shall be for the operation of no more than 601 long stay car parking spaces and 226 short stay car parking spaces as set out on plan ref. no. A-PL-103 Issue 02 dated 20 Jan 2012 unless otherwise agreed in writing by the Local Planning Authority.

In order to ensure that this site does not exceed the numbers of spaces set out in the Transport Assessment in order to ensure free and safe use of both the local and strategic highway networks in accordance with policy T2 of the Leeds UDP (Review) 2006.

18. Prior to their erection on site details, to include materials, colours, finishes, overall height and method of fixing, of the flues to be mounted on the eastern elevation of the head-quarters building shall be submitted to and approved in writing by the Local Planning Authority. The flues shall then be erected in accordance with the approved details prior to

their first operation and thereafter retained unless otherwise agreed in writing by the Local Planning Authority.

In the interests of amenity and visual amenity in accordance with policies GP5 and BD6 of the Leeds UDP (Review) 2006.

**Reasons for approval:**

In granting permission for this development the City Council has taken into account all material planning considerations including those arising from the comments of any statutory and other consultees, public representations about the application and Government Guidance and Policy as detailed in the Planning Policy Guidance Notes and Statements, and (as specified below) the content and policies within Supplementary Planning Guidance (SPG), the Regional Spatial Strategy 2008 (RSS) and The Development Plan, policy CCCC1, the Leeds Unitary Development Plan Review 2006 (UDPR).

GP5, T2, T24A, N19, N25, N39A, LD1, CCP2 and BD6

On balance, the City Council considers the development would not give rise to any unacceptable consequences for the environment, community or other public interests of acknowledged importance.

**1.0 INTRODUCTION:**

- 1.1 This application is one of the long stay commuter car parking applications to be considered under policy CCCC1. This report should be read in conjunction with the umbrella report to this Plans Panel for those applications being considered under CCCC1.
- 1.2 Carlsberg UK ceased production on this site in 2011 and are currently demolishing a large number of the former production plant and associated buildings. It has been the intention to use this site for parking and Members will recall visiting the site and receiving a presentation at Panel in September last year at which a proposal for a short stay car park was set out. An application for short stay car parking was subsequently received (11/04286/FU) however this application remains as yet undetermined. The applicants have amended the layout and details of the long stay scheme in response to Member comments on the short stay application and the details of the current, long stay, scheme are set out below.

**2.0 PROPOSAL:**

- 2.1 The site is generally set out with the car parking area occupying the eastern part of the site, the cultural hub at the western end of the car park, adjacent the former Hunslet Road route, with the open space enveloping the hub with some space to the eastern side next to the car parking area and the majority of the space to the west alongside the Salem Chapel spreading towards Meadow Lane. Each aspect of the proposal is addressed in turn below:
- 2.2 Public Car Park: comprising 601 long stay parking spaces (it is these which are to be considered as part of the CCCC1) and 226 short stay spaces (these spaces to be available after 9:30 and operated under a different tariff structure). Access to the spaces is proposed to be from 2 locations which remain from the original brewery use, one adjacent the gatehouse on Hunslet Rd and the other off Crown Point Rd. Once

within the site the separate areas for the long stay and short stay parking are delineated by signage which clearly states the different charging regimes for the 2 types of parking. Through this car park will run new pedestrian and cycle connections which will be laid out in bound gravel and the routes emphasised by the location of trees in containers and lighting columns. These will cross the site running east/west and north/south and align with the pedestrian routes set out on the recently approved South Bank Planning Statement. These also link to the wider area network of streets and routes which will assist in promoting greater pedestrian connectivity.

It must be noted that the connection to Bowman Lane requires the consent of WYPTE to cross the NGT protected corridor and is therefore outside of the control of the applicant as is a length of the boundary wall to Bowman Lane/Waterloo St.

The car park layout also includes the potential relocation of 83 long-stay car parking spaces from the LCC Meadow Lane Car Park. However, this is seen as a long term measure, only to be brought into use if LCC choose to relinquish its Meadow Lane spaces. At this moment in time, this is not being pursued by LCC Parking Services.

2.3 A Cultural Hub: this is to be located in the existing Headquarters building and the proposed operator is Project Space Leeds (PSL) as part of the proposal. This would include an art gallery and work space for artists/cultural organisations and be supplemented by a café/bar/restaurant at ground floor level. Internal alterations are required as well as the addition of two flues from the kitchen to the eastern/rear elevation which will be exposed following demolition of the adjacent brewery building. This elevation is to be made good and appear as a simple blank elevation. At the time of writing this report, the method of making good this elevation is proposed to be in brick, however this will very much depend on an assessment after the attached building has been demolished. Therefore the method and materials to be used in making good this elevation are to be agreed and controlled by condition) This wall can subsequently be used for the location of artwork and advertising for the artistic uses within. An area for outside seating linked to the café/bar/restaurant is also proposed on the northern and western sides of the building. The area of Hunslet Rd in front of the building will be surfaced with bound gravel to link the areas of open space and the cultural hub together to provide one large pedestrian dominated central feature.

2.4 Green space: The greenspace will provide an area for leisure and recreation and an important link to the cultural uses in the Headquarters building through the potential use of the space for outdoor exhibitions and events. The space will be laid to grass and contain pathways, tree planting and lighting. A children's playground area will also be provided which will be visible from the outside seating area. The open area will run for 130m to the west of the HQ building and 25m to its east and vary in width from 20m at its western end up to 55m closer to the HQ building.

The existing boundary wall adjacent the Grade II listed Salem Chapel will be replaced with open railings and gates added to make the boundary appear more attractive and far less industrial and allow better connection between the Carlsberg site and the Hunslet Lane/Meadow Lane area. A timber hoarding will define the southern boundary and it is proposed that this be used as an "Art Wall" by the artists located within the Headquarters building. This area will be open during the hours of daylight and closed during hours of darkness for security reasons.

2.5 Boundary Treatments; Whilst the existing boundary treatments are in relatively good condition they are blighted by the addition of barbed wire in a number of locations on Crown Point Rd, Bowman Lane and in others the treatment is either not of sufficiently high quality with the area adjacent Salem Chapel referred to above and the pedestrian

entrance adjacent Crown Point Bridge being the most notable. The removal of the barbed wire and their support structures is proposed from all parts of the application frontage and in other locations the proposal is to upgrade the boundary treatment. It is proposed to improve the Crown Point entrance where a pedestrian ramp and new railings and a gate are to be installed and the area around Salem Chapel will also be improved as set out above.

- 2.6 Planting: trees will be installed within the green space and also used to provide a strong visual marker along pedestrian routes through the site helping to assist both pedestrian way-finding and break up the appearance of the car park. Additional trees have been grouped at the footpath crossing point in the car park and ivy will be planted at points around the boundary. The trees will be installed in moveable planters and this will allow flexibility in the use of the temporary space. Any trees planted on site may be reused when the permanent development scheme comes forward. There are already a number of trees on site which are to be retained, most notably on the Crown Point Rd frontage where approximately 10no. 10-15m trees sit behind the railings.

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

- 3.1 The site forms part of the former Carlsberg UK (CUK) Brewery, on land contained within Crown Point Road to the south-east, Bowman Lane and Waterloo Street to the north and Meadow Lane to the west, with the remnants of Hunslet Road cutting through the western half of the site. The site occupies much of the eastern section of the former brewery in addition to a peninsula of land between the Salem Chapel and the rear of the former Carlsberg storage sheds. The exception to this is a linear strip fronting Waterloo St and Bowman Lane which is part of the protected NGT route and therefore excluded from the application site.
- 3.2 The site is surrounded by a mix of boundary treatments which are generally 2.5m-3.5m high and consist of brick walls, Pallisade fencing and railings above low brick walls as well as access gates. There are 2no. buildings which are to be retained within the application site boundary as they are considered to represent positive heritage assets as identified in the South Bank Planning Statement. They are the former Tetleys HQ building and the gatehouse with both of these located on the closed section of the former Hunslet Road. The remaining buildings on the site are being demolished and therefore the current appearance is of a demolition site with the remaining parts of the land exposed as either hard-standing or compacted rubble.
- 3.3 CUK retains a workforce of over 100 persons in Tetley's House, a 30 year old office building located adjacent the application site on Hunslet Road. An existing area to the north of the application site close to Bowman Lane is currently used by Carlsberg for staff parking. This will be retained and does not form part of the application proposals.
- 3.4 To the west of the site are: the former Salem Chapel (Grade II Listed) which is now a data and business centre; the LCC owned surface car parking on Meadow Lane; the BP petrol filling station and the large CUK storage sheds. To the south-east on the opposite side of Crown Point Rd are remnants of the historic fabric of the area with commercial buildings, derelict but listed houses and a public house as well as open storage areas. This leads to the, currently being developed, Leeds City College on the site of the former Alf Cooke Printworks. To the east is the Crown Point Road/Bridge junction which is the link to Clarence Dock. To the north is the residential development at Brewery Wharf including the Jury's Inn Hotel.

### **4.0 RELEVANT PLANNING HISTORY**

4.1 Members made a series of comments at Plans Panel in September in response to the pre-application presentation for the short stay proposal:

- Suitable ways should be found to break up the appearance of the car park as this would be a very large flat open space.
- An increase in the area of greenspace such that it encompassed the Tetleys HQ building rather than terminating on its western side.
- Need to ensure quality landscaping and boundary treatment. Members commented that consideration should be given to the treatment of the existing wall and railings which were regarded as being too industrial and new boundary treatment should provide more open vistas which are appropriate to the proposed greenspace use
- The need to develop a robust management plan to ensure future maintenance of the greenspace
- The re-opened Hunslet Road should be finished in a consistent surface to provide visual continuity for users of this through route
- Although the area was to be fenced for security reasons, this should be balanced with consideration of the proposed public use of the site
- Consideration should be given to the treatment and appearance of the facades of buildings where others had been demolished next to them leaving gash ends.
- Commented that there was support for the proposed re-use of the HQ building and expressed the view that as part of Leeds heritage, the HQ building should be open to the public.

Most recently this site has been included within the area covered by the South bank Planning Statement which is referred to in the policy section below.

## **5.0 HISTORY OF NEGOTIATIONS**

The details of the original short stay application were discussed with the agent and the improvements to the proposal were included within the subsequently submitted application for long stay and short stay parking.

## **6.0 PUBLIC/LOCAL RESPONSE:**

6.1 Site Notice posted 16<sup>th</sup> December 2011, expired 6<sup>th</sup> January 2012  
Press Notice posted 15<sup>th</sup> December 2011, expired 5<sup>th</sup> January 2012

6.2 One letter of representation has been received from the owner of the Salem Chapel. This makes the following points: raises questions about land ownership stating that his business (AQ Networks Ltd) owns some of the land within the application site; AQ Networks Ltd were not notified of the application; the proposal would draw attention away from creating a long term sustainable scheme on the site. These points will be addressed in the Appraisal section below

6.3 A Statement of Community Involvement was submitted following a public event, carried out by the applicant, which took place on the 22nd September in Tetley House. Representatives of the application agent and PSL were in attendance at all times. 87 members of the public attended and 44 comment forms were completed. A number of respondents commented that additional parking would be good for the area, but there were concerns raised about the size and number of spaces proposed and about the cost of the new parking and loss of existing free parking around the area at weekends. There were a range of positive comments about the pedestrian links through the site. The majority of comments were positive in relation to the cultural hub and green space, the latter prompting ideas for alternative uses such as allotments and picnic benches. A



number of respondents stated that they would like to see more green space in the development. As a result of this event and the comments made by Members at the presentation made to Panel in September 2011, an area originally designated as car parking to the east of the head-quarters building was added to the open space and this revised layout forms the basis of the current proposal.

## **7.0 CONSULTATION RESPONSE:**

### **7.1 Statutory**

The Coal Authority: The submitted report adequately address mining issues on the site therefore no objection is raised to this proposal.

Highways Agency: The Highways Agency has reviewed the planning application and has concluded that the site will have a major impact on the Strategic Road Network (when considered in line with the highway impact scoring criteria) however it would have no objection to the proposal provided it would not exceed the CCCC policy cap of 3200 car parking spaces.

British Waterways: No objections

Environment Agency – The submitted Flood Risk Assessment is appropriate for the proposal and a condition should be attached to ensure that its recommendations are implemented.

Highways Services – Significant impact on Meadow Rd gyratory and Hunslet Lane corridor however the network is considered to be able to accommodate this increase. The layout of the access points accords with the relevant guidance.

### **7.2 Non-Statutory**

Contaminated Land: No objection subject to conditions

Flood Risk management: The submitted Flood Risk Assessment is acceptable. The method of treating the ground after demolition is acceptable subject to a condition requiring the submission and approval of a surface water drainage strategy.

West Yorks Ecology: No objections

## **8.0 PLANNING POLICIES:**

8.1 The policy background and methodology for balancing the relative merits of each submitted application is discussed in the umbrella report which is part of this agenda.

8.2 This site is contained within the area covered by the South Bank Planning Statement where the brewery site is indicated as a site for development but also one which would contain a large area of open space as part of the city centre park, located to the west and east of the HQ building. This also includes a requirement for tree lined pedestrian routes which would provide connectivity not only to this site but the surrounding area. The statement also advocates the use of vacant land for temporary 'greening' and, where appropriate, the laying out of parts of the city centre park incorporating walking and cycling connections. Temporary cultural uses including art workspace and installations, possibly making use of existing buildings, are also supported. These requirements were made in direct response to outcomes from the City Centre Conference in October 2010. UDPR policy BD6 requires that all alterations and

additions to existing buildings respect the scale, form, materials and detailing of the host property.

## **9.0 MAIN ISSUES**

1. Highways implications
2. Safety and security
3. Appearance/biodiversity
4. Temporary and/or additional uses
5. Response to letter of representation

## **10.0 APPRAISAL**

### **10.1 Highways implications:**

The Highways Agency estimate that the proposal would have a major impact on the strategic highway network. There would also be a significant impact on the Meadow Road gyratory and Hunslet Lane corridor. However, the submitted TA shows that the network has sufficient capacity to accommodate this increase and is therefore acceptable.

### **10.2 Safety and Security:**

This site is bounded by high walls and railings. Natural surveillance would occur from around the site, from the patrons of the temporary uses within the site and by pedestrians on the through routes. There is lighting to be provided throughout, a 24 hour security presence and CCTV and therefore the site is considered to demonstrate a high level of security.

### **10.3 Appearance/Biodiversity:**

10.3.1 Boundary treatments: As set out above, the boundary treatments are being improved and therefore the site will have a better appearance when viewed from the surrounding streets. The removal of the existing brewery buildings is already opening up views of the southern elevation of the Brewery Wharf scheme and eventually this will provide an attractive back drop to the planting within the car park when approaching the city centre from the south. Pedestrian access points are also being improved, most notably to the car park entrance on Crown Point Rd and the new greenspace on Meadow Lane where the setting of the Grade II listed former Salem Chapel will be improved.

10.3.2 Greenspace: The site creates a significant area of greenspace and goes some way to meeting aspirations to provide a City Centre Park in accordance with the South Bank Planning Statement. The location of the greenspace gives the cultural hub a setting and creates a pedestrian friendly environment around this focal point which also sits on the reopened Hunslet Rd. This will bring an increased footfall through the site especially as the Leeds City College scheme is now being developed to the south. There would also be tree planting within the park area as well as a play space. Both the setting to and views of, the Grade II listed Salem Chapel are improved by the greenspace provision and as the area has no major road frontages, the space will not be blighted by traffic noise. The area can also be used as an events space. The inclusion within the scheme of pedestrian and cycling routes and open space areas also fulfill the objectives of the South Bank Planning Statement set out above.

### **10.4 Temporary and/or additional uses:**

10.4.1 Cultural Hub: The use of this existing building is clearly welcome and will provide a focus for activity in the area. It will increase pedestrian footfall to the site and provide an active use outside normal opening hours. The art space use meets the objectives of the

South Bank Planning Framework and the eastern elevation can be used as a 'blank canvas' for the location for art installations. The use will clearly benefit from having the adjacent open space areas and car parking. To ensure the timely delivery of this use it is recommended that this is controlled by a S.106 agreement.

#### **10.5 Responses to letter of representation:**

Comment - AQ Networks Ltd owns some of the land within the application site.

*Response:* The agent for the planning application has researched this matter and has concluded that none of the land within the red line is in the ownership of AQ Networks Ltd but that some of the land is in the ownership of LCC. A notice has been served on LCC accordingly.

Comment - AQ Networks Ltd were not notified of the application. *Response:* The notification of planning applications is made by notices posted on site (6<sup>th</sup> Dec 2011) and in the press (15<sup>th</sup> Dec 2011), not directly to the surrounding properties.

Comment - The proposal would draw attention away from creating a long term sustainable scheme on the site. *Response:* The proposal removes buildings which are no longer required by the land owner and retains those which are considered to represent heritage assets. The site will then be available for development when it becomes viable. It should also be noted that the recently adopted South Bank Planning Statement contains a plan which identifies the area around the HQ building as part of the City Centre Park. The areas of open space being laid out as part of this scheme accord with that document. In addition the Statement advocates the use of temporary greening measures such as grass and trees in containers to mark walking and cycling routes and boundary planting.

#### **11.0 CONCLUSION**

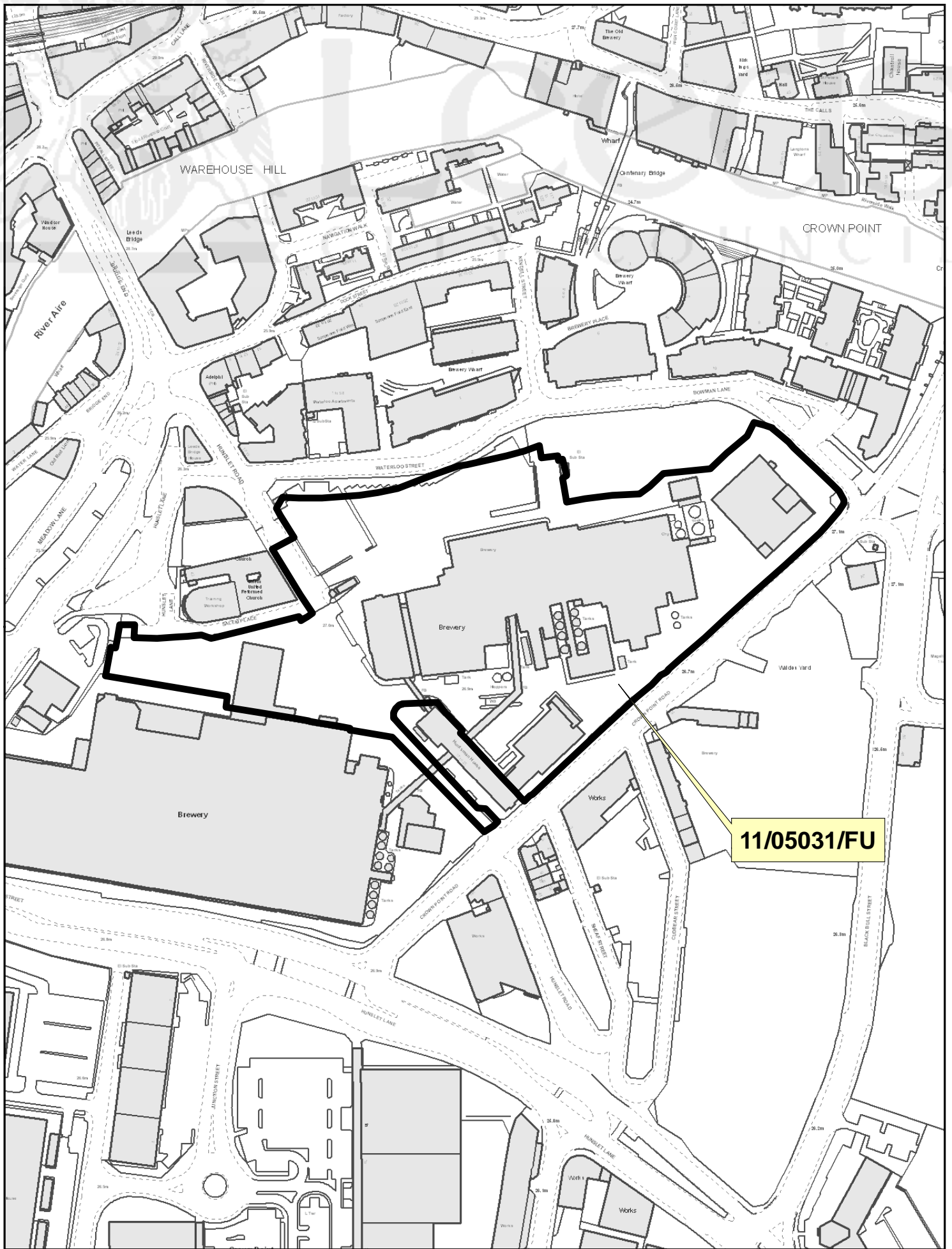
This application relates to a site which is currently being cleared and there is therefore no previous use of the site for public car parking. The site is being visually improved with planting and incorporates a significant area of publicly accessible open space as well as the use of an existing building on site for a use which would be open to the public. There would also be significant improvements to the setting of the Grade II listed Salem Chapel through its location adjacent the greenspace area and improved boundary treatment. It is therefore considered to positively address the issues set out in the CCCC policy within the 3200 space cap and the application is therefore recommended for approval.

#### **Background Papers:**

Application File: 11/05031/FU

Application File: 11/04286/FU

Certificate of Ownership – Certificate A signed on behalf of Carlsberg UK. In addition, notice served on L.C.C. as owner of a section of land on Hunslet Road adjacent one of the site access points dated 19<sup>th</sup> January 2012.



11/05031/FU

# CITY CENTRE PLANS PANEL

