



## Report of the Chief Planning Officer

### *PLANS PANEL CITY CENTRE*

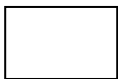
Date: 15<sup>th</sup> March 2012

**Subject: APPLICATION 11/05281/FU – USE OF SITE AS TEMPORARY CAR PARK WITH ASSOCIATED WORKS AND LANDSCAPING (742 SPACES) AT CITY ONE SITE, LAND AT SWEET STREET, MEADOW ROAD AND JACK LANE, LEEDS, LS11.**

<b>APPLICANT</b>	<b>DATE VALID</b>	<b>TARGET DATE</b>
Montpellier Estates Ltd	16/12/11	16/3/12

#### Electoral Wards Affected:

City & Hunslet



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).**

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 Leeds UDP Review (2006) policy CCCC1.

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. Unless otherwise agreed in writing, 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 permission, shall be submitted to and approved in writing by the Local Planning Authority within one month from the date of this permission. Landscape works shall include

- (a) boundary details and means of enclosure,
- (b) method of delineating parking spaces,
- (c) hard surfacing areas,
- (d) any 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,
- (h) site hoardings including advertisements,
- (i) signage,
- (j) cycle parking/storage facilities.

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.

4. 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.

5. 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 in accordance with policies GP5, N39A of the adopted Leeds UDP Review (2006) and PPS25.

6. Surface water from areas used by vehicles shall be passed through an oil and petrol interceptor of adequate capacity prior to discharge to the public sewer. The interceptor shall be retained and maintained thereafter.

To ensure pollution prevention in accordance with adopted Leeds UDP Review (2006) policy GP5 and PPS25.

7. Within three months of the date of this permission, 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. 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.

8. Unless otherwise agreed in writing by the Local Planning Authority, within two months of the date of this permission, full details of the improvements made to the site cabin shall be submitted to and agreed in writing by the Local Planning Authority. The agreed details shall be implemented within three months of the date of this permission and retained and maintained thereafter.

In the interests of visual amenity in accordance with adopted Leeds UDP Review policy GP5.

9. The public open space areas (footpath through the site and meadows) shall, unless otherwise agreed in writing by the Local Planning Authority, be kept accessible to the public during the hours of daylight.

In the interests of amenity and pedestrian connectivity in accordance with adopted Leeds UDP Review policy GP5.

10. Unless otherwise agreed in writing by the Local Planning Authority, within three months of the date of this permission the car club bays shall be provided, clearly marked, and be retained and maintained thereafter.

In the interests of providing the necessary infrastructure for an alternative means of transport in accordance with adopted Leeds UDP Review policy T2.

11. Unless otherwise agreed in writing by the Local Planning Authority, within two months of the date of this permission full details of the provision, management and operation of the coach lay over spaces shall be submitted to and agreed in writing by the Local Planning Authority. The agreed details shall be implemented within three months of the date of this permission and be maintained thereafter.

In the interests of providing safe and secure coach lay over parking in accordance with adopted Leeds UDP policy T2 and T24A.

**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, N25, LD1, CCP2.

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 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.

## **2.0 PROPOSAL:**

- 2.1 The application proposal is for a 742 space long stay car park inclusive of 33 car sharing bays, 20 disabled bays and two car club bays. The existing hard standing will be cleaned, pot holes filled in and tarmac added to the vehicle entrances and adjacent to priority parking areas (car club, disabled parking). Most spaces are unmarked as customers will be directed towards their parking space; however, there are some markings to be added to an area with an existing concrete surface. In accordance with long held aspirations for the redevelopment of this site, a pedestrian route is provided across the site from Sweet Street to Bowling Green Terrace that will assist connectivity between the city centre and Holbeck. The new footpath to provide this link is 2-3 metres wide and will have a coloured macadam surface. Undulating urban meadows are proposed adjacent to the footpath and tree planting and other landscaping is proposed throughout the site. New lighting and signage (including city wide way finding signs) is proposed throughout. 1.8m high open-slat timber fencing is introduced to Sweet Street and Trent Street. The existing wire mesh fence will have planting introduced adjacent to 'green' the fence. New hoardings will be placed along Meadow Road that the applicant will permit Marketing Leeds to apply their branding to. A commitment to public art in two locations has been made and the existing site cabin will be clad in timber. The site has been made available for evening and weekend coach parking.

## **3.0 SITE AND SURROUNDINGS:**

- 3.1 The application site is known as 'City One' and is bound by Sweet Street, Meadow Road, Jack Lane and Bowling Green Terrace. It is a largely cleared site operating as an unauthorised long stay car park. There are two expired and one currently undetermined application for a major mixed use development on the site. There is an electricity substation in the centre of the site and the Halfords building adjacent. The site is located within the City Centre, the eastern half of the site allocated as a Prestige Development Area (PDA) and part of the site is within Flood Risk Zone 2.

## **4.0 RELEVANT PLANNING HISTORY:**

- 4.1 06/01082/UWF: Enforcement action commenced in 2006 regarding the unauthorised change of use of the site to a long stay commuter car park, the enforcement notice was appealed. The appeal was dismissed 27/10/10.
- 4.2 10/00923/OT: An application for a major mixed use development on this site is still under consideration.

## **5.0 HISTORY OF NEGOTIATIONS:**

- 5.1 None.

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

- 6.1 Advert in the Leeds weekly News 5/1/12 and site notice posted 23/11/11.

## **7.0 CONSULTATIONS RESPONSES:**

## **7.1 Statutory:**

7.2 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.) In the context of the CCCCP1 policy and associated 3200 space cap, the Highways Agency does not have any objection to the proposal.

7.3 Environment Agency: Sustainable Urban Drainage Systems (SUDS) should be used to manage the surface water drainage and, dependent on the type of SUDS used, an oil interceptor may need to be installed.

## **7.4 Non-statutory:**

7.5 LCC Flood Risk Management: The site should be drained in accordance with the council's minimum development control standards for flood Risk. No objection subject to standard conditions.

7.6 West Yorkshire Ecology: No objection.

7.7 West Yorkshire Police Architectural Liaison Officer: The assessments carried out by officers with regard to safety and security is appropriate.

7.8 Coal Authority: No objection.

7.9 Health and Safety Executive: No objection.

7.10 Highways: The information submitted within the TA is in accordance with UDP policy CCCCP1 for the size of the car park and the access accords with LCC Street Design Guide SPD regarding visibility splay standards in both directions for this type of road. There would be a significant impact on the Meadow Road gyratory.

## **8.0 PLANNING POLICIES:**

8.1 The policy background and process for assessing each submitted application is discussed in the umbrella report on this agenda.

## **9.0 MAIN ISSUES:**

- The application is primarily considered against the criteria identified in policy CCCCP1:
  - Highways implications.
  - Safety and security.
  - Appearance/Biodiversity.
  - Temporary and/or additional uses.

## **10.0 APPRAISAL:**

### **10.1 Highways implications**

10.2 The Transport Assessment is in accordance with the stated policy requirements. The Highways Agency estimates there will be a major impact on the motorway and LCC highways officers believe there will be a significant traffic impact on the local highway network in accordance with the highways impact scoring criteria.

### 10.3 Safety and Security

10.4 The site is permanently manned whilst operational therefore a security presence is provided. Lighting is proposed throughout the site and there is to be enhanced pedestrian permeability that will provide natural surveillance and a regular public presence on the site. There is limited natural surveillance from adjacent uses.

### 10.5 Appearance/Biodiversity

10.6 There would a significant improvement to the appearance and biodiversity of the site. A sought after pedestrian route is introduced and substantial planting proposed throughout the site. The tree planting will include the use of growing stock that can be reused when the site is re-developed. Large undulating meadows that will be publicly accessible are proposed and there is a public art commitment and feature wall proposed. The main piece of public art will be located on the Meadow road/Jack Lane corner of the site and will provide a gateway feature for the site and City Centre, details within the design and access statement indicate a significant feature will be introduced in this area and full details will be conditioned and Ward Members will be consulted on the details provided. A feature wall will also be made of the remaining wall to the former Victoria Works building, this will be lit and can receive artwork to its façade, and again, details will be conditioned. The scheme also delivers the landscaping and spatial characteristics for the first section of the boulevard sought along Sweet Street. The proposed works to the site make a significant improvement to the appearance of this site and the wider setting that acts as a gateway to the south of the city centre. The proposed works are strongly supported and will also allow for the phased introduction of the major mixed use scheme under consideration.

### 10.7 Temporary and/or additional uses

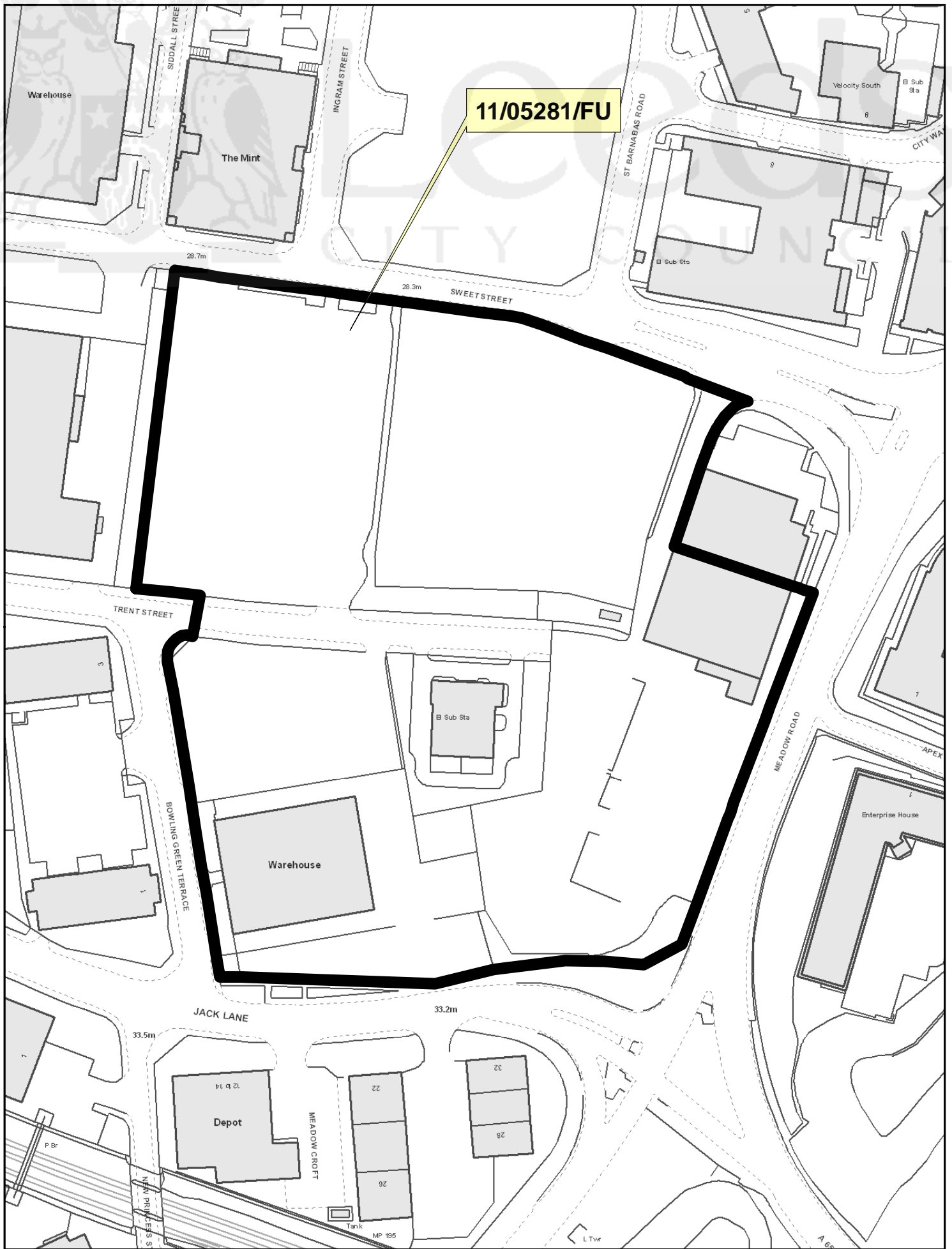
10.8 Meadows, public routes and spaces plus an evening/weekend coach parking area are all proposed to ensure the site is used at all times. Public art will provide further interest in the site.

## 11.0 **CONCLUSION:**

11.1 Based on an assessment against the criteria within UDPR policy CCCC1 this application was considered to be an exemplary proposal for introducing a temporary car park in this prominent location. Whereas the size of the car park results in a significant number of vehicles on the highway network, this is still within the agreed 3,200 limit under policy CCCC1 which will be considered to adequately safeguard against an unduly adverse impact on the strategic highway network. The scale of the site allows for significant visual, biodiversity and pedestrian connectivity enhancements. It is therefore considered on balance that it better the other site proposals (recommended for refusal) when evaluated in terms of the quality and provision of the benefits recommended by the CCCC1 policy and is recommended for approval.

## 12.1 **BACKGROUND PAPERS:**

12.2 Application file 11/05281/FU.  
Certificate of Ownership – Certificate A signed by the agent and notice served on YEDL.



11/05281/FU

# CITY CENTRE PLANS PANEL

