



Report of the Chief Planning Officer

PLANS PANEL CENTRAL

Date: 15TH MARCH 2012

Subject: APPLICATION 11/05310/FU – USE OF SITE AS CAR PARK (75 SPACES) AT SKINNER LANE, LEEDS

APPLICANT

B M Car Parks Ltd

DATE VALID

19/12/2011

TARGET DATE

13/02/2012

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:

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 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. 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 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.

4. 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.

5. 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.

6. 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.

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.

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. This site is the only one located in the northern part of the city centre and is the second smallest in terms of proposed vehicle numbers.

2.0 PROPOSAL:

- 2.1 The proposal is for a 75 space long stay car park. The physical works proposed are for the erection of a 'living wall' containing planting to the back edge of footpath and the regular placement of trees along the frontage. This will be supplemented by planting back in to the site and in the corner furthest away from the highway. The entrance area will be surfaced with tarmac and the remainder of the site will have the existing crushed rubble retained. Lighting will be by a pole mounted system.

3.0 SITE AND SURROUNDINGS:

- 3.1 This is a vacant and cleared piece of land on the southern side of Skinner Lane between North St and Regent St. The site is flanked along its western, southern and eastern sides by new development resulting in this piece of land being seen as a gap in the existing street frontage. The building to the west has deck access and windows overlooking this site which offers some natural surveillance. The public footway runs along the northern side of the site.

4.0 RELEVANT PLANNING HISTORY

- 4.1 There is no relevant planning history for this site.

5.0 HISTORY OF NEGOTIATIONS

- 5.1 There have been no negotiations in respect of this site

6.0 PUBLIC/LOCAL RESPONSE

- 6.1 No representations have been received in respect of this application. Site notice posted on 23rd December 2011. Expired 13th January 2012

7.0 CONSULTATION RESPONSES:

- 7.1 **Statutory:**

Highways Agency - The Highways Agency has reviewed the planning application and has concluded that the site will have a minimal 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.

Highways Services – The information submitted was in accordance with the requirements of the policy and the access arrangements are also acceptable. The number of traffic movements generated would have an insignificant impact on the local highway network.

7.2 Non-statutory:

Flood Risk Management - The site is not within Flood Zone Risk Areas 2 or 3. However some ponding has previously occurred in the lower lying south eastern section of the site and therefore an appropriately worded condition should be used for this area.

West Yorkshire Ecology - No objection.

West Yorkshire Police Architectural Liaison Officer - Confirms support for the overall assessment method of the safety issue and encourages the operators to adopt the park mark scheme.

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 .

9.0 MAIN ISSUES

1. Highways implications
2. Safety and security
3. Appearance/biodiversity
4. Temporary and/or additional uses

10.0 APPRAISAL:

10.1 Highways implications:

This is for a small number of spaces and is located a considerable distance from the strategic highways network. The Highways Agency estimate the impact on the motorway to be minimal with an insignificant impact on the local highway network. The access point to the site is of an acceptable standard.

10.2 Safety and Security:

The site benefits from some natural surveillance being bounded on two sides by residential properties. The site is manned and is to be lit and so the levels of security and considered to be acceptable.

10.3 Appearance/Biodiversity:

The size of this site means that there is limited opportunity but the boundary would be improved and there would be some limited planting within the site. This would improve the visual appearance from the highway and assist in screening the vehicles from view. As this is the only gap in this part of the street frontage the proposal would have a positive impact on the street scene.

10.4 Temporary Uses:

There are no other temporary uses included as part of this application

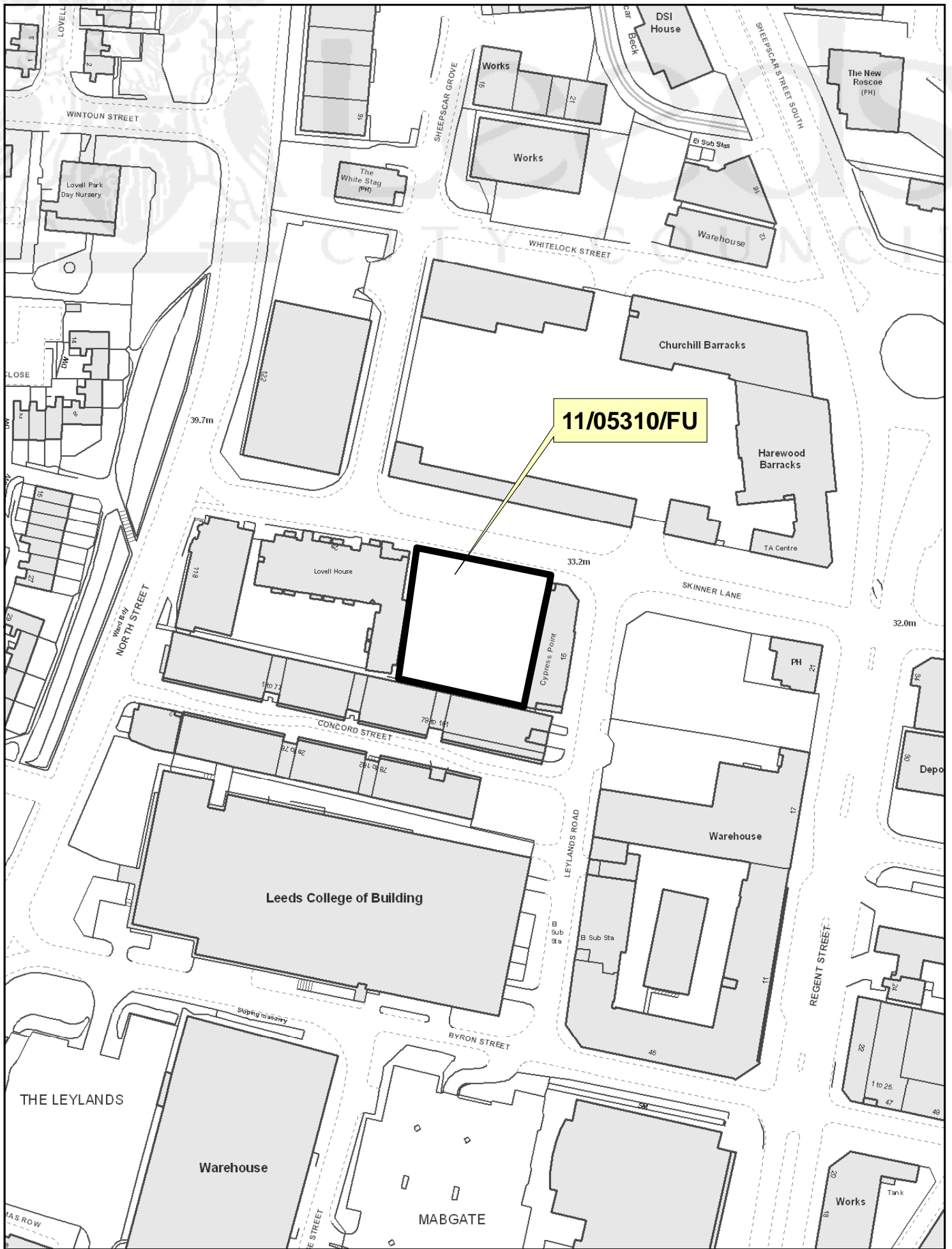
11.0 CONCLUSION

This application relates to a site which is cleared and vacant and there is no previous use of the site for car parking. The site is being visually improved with planting to the street frontage together with lighting. There would be adequate provision for safety and security. On balance it is therefore considered to adequately 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 11/05310/FU

Certificate of Ownership – Certificate A signed on behalf of B.M. Car Parks Ltd.



CITY CENTRE PLANS PANEL

