



## Report of the Chief Planning Officer

### *PLANS PANEL CITY CENTRE*

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

**Subject: APPLICATION 11/05215/FU – USE OF CLEARED SITE FOR LONG STAY CAR PARK (156 SPACES), LAND TO SOUTH OF GLOBE ROAD (GLOBE ROAD C) HOLBECK, LEEDS**

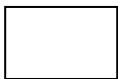
**APPLICANT**  
West Register

**DATE VALID**  
12/12/11

**TARGET DATE**  
6/2/12

#### 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) Improvements to the boundary walls and fences,
- (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) details of the works to the bridges.

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. Before the development comes into use the developer shall submit to the council for approval details of a "Flood Risk Management Plan" for the site. The Plan should include details of arrangements for the evacuation of the site in the event of any severe flooding.

To ensure the site can be appropriately evacuated in the event of severe flooding in accordance with policies GP5 of the adopted Leeds UDP Review (2006) and PPS25.

7. 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.

8. Unless otherwise agreed in writing by the Local Planning Authority, the bridges across Hol Beck shown to be re-opened shall be re-opened within three months of the date of this permission and remain opened and maintained thereafter.

To ensure the enhanced pedestrian connectivity is achieved and retained in accordance with adopted Leeds UDP Review policy GP5.

9. 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.

#### **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, 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. This application is one of five applications submitted by the same applicant on adjacent sites on Globe Road in Holbeck Urban Village (HUV).

## **2.0 PROPOSAL:**

2.1 The application proposal is for a 156 space long stay car park. There is tree and shrub planting along much of the southern boundary to Hol Beck, a small area of planting with 5-6 trees within the centre of the site and some limited planting on the northern boundary with the vehicle entrance. The northern boundary wall will have the uneven brick wall made a consistent level and new coping added to the entire length, this wall is approximately 1m high. Two of the existing bridges over Hol Beck are proposed to be re-opened to enhance connectivity and a car valeting area is provided.

## **3.0 SITE AND SURROUNDINGS:**

- 3.1 The site is located between Globe Road and Water Lane, the disused viaduct is bounds the site to the west and there is an existing warehouse building to the east. The industrial drainage channel, Hol Beck, runs along the southern boundary of the site. The site is located within the defined City Centre boundary and Holbeck Urban Village and adjacent to the Holbeck Conservation Area (CA). The site is within Flood Risk Zone 3. The surrounding areas contains a mix of commercial developments, cleared sites and some limited leisure and residential uses.
- 3.2 The site is cleared and has most recently operated as an unauthorised long stay commuter car park for 189 cars. The site is enclosed by a low brick wall to Globe Road, the warehouse to the east and viaduct to the west and there is a poorly maintain wire fence on the boundary with Hol Beck and Water Lane to the South. There are bridges across Hol Beck that historically provided access to and from the site.

#### **4.0 RELEVANT PLANNING HISTORY:**

- 4.1 08/01491/UCU3: Enforcement action commenced in 2008 regarding the unauthorised change of use of the site to a long stay commuter car park, this notice was appealed. The appeal was allowed but only with conditions restricting the car park to short stay only.

#### **5.0 HISTORY OF NEGOTIATIONS:**

- 5.1 None.

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

- 6.1 Site notice posted 23/12/11.

#### **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 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.

- 7.3 Environment Agency: The site is liable to flooding in a 1 in 100 year event and the applicant should sign up to appropriate flood warning systems. 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 Highways: The information submitted within the TA is in accordance with UDP policy CCCC1 for the size of the car park, the access accords with LCC Street Design Guide SPD regarding the visibility splay standards in both directions for this type of road, there would be a small traffic impact on Water Lane/Neville Street junction, Whitehall Road/Globe Road and 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 CCCC1:
  - Highways implications.
  - Safety and security.
  - Appearance/Biodiversity.
  - Temporary and/or additional uses.

## **10.0 APPRAISAL:**

### 10.1 Highways implications

10.2 The Transport Assessment was submitted in accordance with the guidance provided. The HA felt there would be a minimal impact on the strategic road network and LCC highways officers felt there would be a small impact on the local network. The site utilises an existing access with appropriate visibility splays therefore no highways issues arise.

### 10.3 Safety and Security

10.4 The site is unmanned and no lighting or CCTV are proposed. Due to the sites location away from some of the more active areas of HUV there is only limited natural surveillance. However, the proposals include opening up two of the bridge links therefore this may increase pedestrian use of the site and enhance surveillance, alternatively it also offers an additional escape route to the detriment of site security.

### 10.5 Appearance/Biodiversity

10.6 There are limited enhancements proposed but there is some internal tree and shrub planting and the boundary walls are enhanced. These works would have a positive impact on HUV and the CA as both northern and southern boundaries are quite long. However, the planting does not take place along the full length of the boundaries and therefore does not fully screen the car park. By re-opening the bridge links the site will enhance connectivity in the area, something sought after in HUV for many years and helping LCC in other projects that seek to increase the popularity and attractiveness of HUV. Overall this proposal will enhance the character of the site, HUV and the CA.

### 10.7 Temporary and/or additional uses

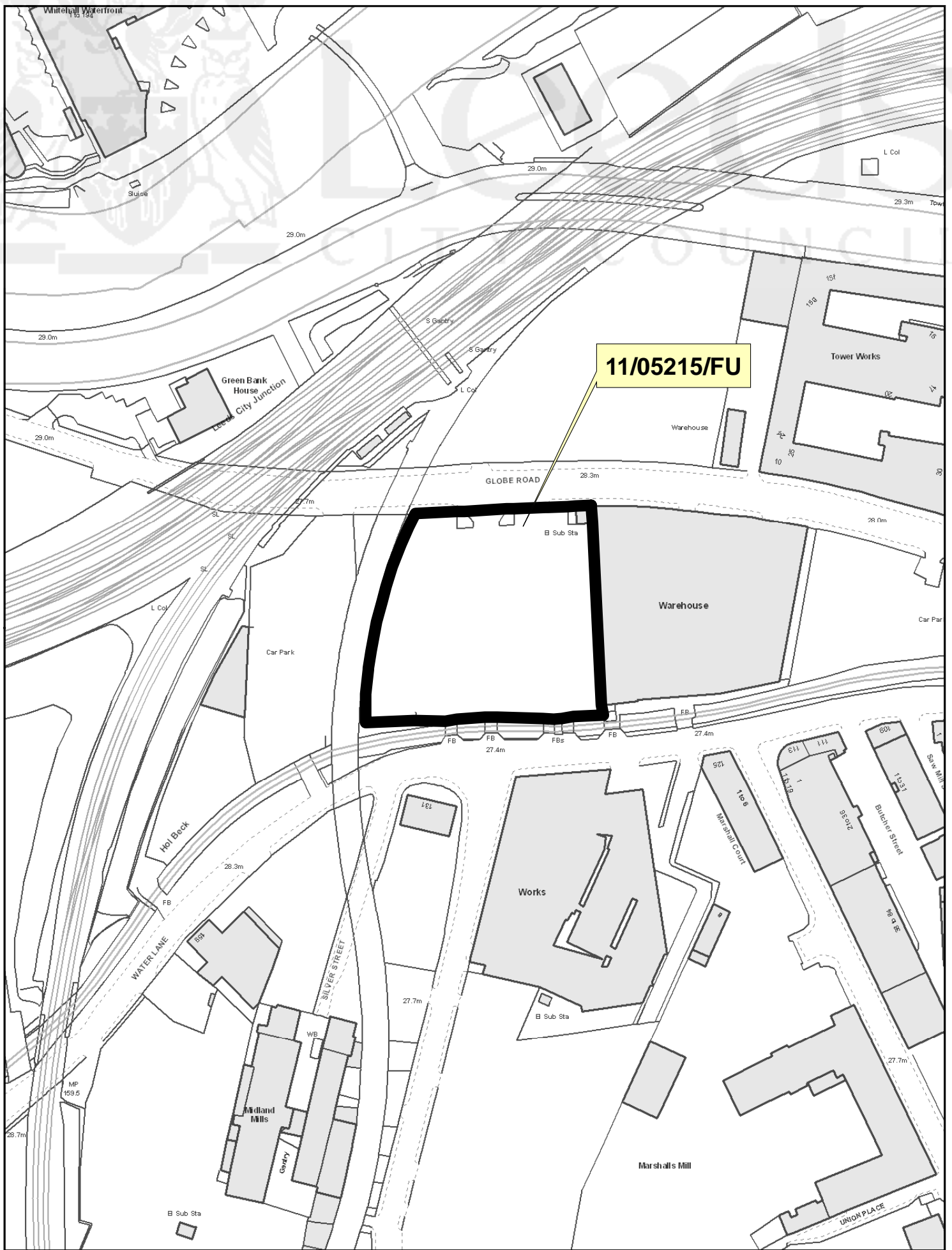
10.8 No temporary uses are proposed. This may be considered reasonable for a fairly small site; however, the applicant could have combined this site with the four adjacent sites to produce temporary uses to the benefit of HUV or provided smaller benefits such as electric charging points.

**11.0 CONCLUSION:**

11.1 Based on an assessment against the criteria within UDPR policy CCCP1 this application was considered to have an acceptable impact on the highway but could have included more proposals to make the site safer and more secure. There are visual enhancements to the majority of the length of the boundaries and a significant benefit achieved by opening up the bridges across Hol Beck. It is therefore considered on balance that it betters the other site proposals (recommended for refusal) when evaluated in terms of the quality and provision of the benefits recommended by the CCCCP1 policy and is recommended for approval. The proposal also has a positive impact on the character of the Holbeck Conservation Area.

**12.1 BACKGROUND PAPERS:**

12.2 Application file 11/05215/FU and previous enforcement file 08/01491/UCU3. Certificate of Ownership – Certificate A signed by the agent.



# CITY CENTRE PLANS PANEL

