



Report of the Chief Planning Officer

PLANS PANEL CENTRAL

Date: 15TH MARCH 2012

Subject: APPLICATION 11/05238/FU – USE OF SITE AS CAR PARK (278 SPACES) AT INGRAM STREET, HOLBECK, LEEDS, LS11

APPLICANT
INGRAM ROW LTD

DATE VALID
13/12/2011

TARGET DATE
07/02/2012

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

APPROVE subject to the specified conditions and any others which might be considered appropriate.

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 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.

4. Prior to the commencement of development 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 and this shall operate on the site for the duration of the use of the site as a car park unless otherwise agreed in writing by the Local Planning Authority.

In the interests of the safe use of the site in the event of flooding in accordance with Leeds UDP Review (2006) policy GP5

5. Unless otherwise agreed in writing by the Local Planning authority, 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.

6. Unless otherwise agreed in writing by the Local planning Authority, full details of both hard and soft landscape works, including an implementation programme stating the works shall be completed within 3 months of the date of this permission, shall be submitted to and approved in writing by the Local Planning Authority within one month of 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) CCTV, lighting structures, bollards, hoardings, public art
- (e) planting plans to include trees
- (f) written specifications (including soil depths, cultivation and other operations associated with plant and grass establishment) and
- (g) schedules of plants and trees noting species, planting sizes and proposed numbers/densities.
- (h) the removal of the existing metal railings from the perimeter of the site

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.

7. 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.

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 within 3 months of the date of this permission. 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 one of a pair of sites which sit on either side of Ingram Row and are in the same ownership. As the sites are physically separated by Ingram Row and have separate vehicular access points they have been submitted separately for determination.

2.0 PROPOSAL:

2.1 The application proposal is for a 278 space long stay car park. The physical works involve the removal of all of the Pallisade fencing which surrounds the site and its replacement with a continuous strip of planting which varies in width between 3.5m and 5m with a wooden post and double rail fence on its outer face fronting the back edge of footpath. The plant species is stated as Pyracantha which is being proposed for security purposes. The surface is compacted rubble and the lighting is to remain unaltered as a series of individually mounted fixtures atop metal poles. No secondary uses are included in this application.

3.0 SITE AND SURROUNDINGS:

- 3.1 This site is on the southern side of Ingram Row with vehicle access from Ingram St on its western boundary and Sweet Street runs along the southern boundary. To the west are the newly constructed apartments of Manor Mills and 'The Mint' office building and to the East are the offices and flats of the Velocity scheme. The site is in the south-eastern corner of the Holbeck Urban Village. It has a continuous boundary treatment of Pallisade fencing which is punctuated only by the site access half-way along its Ingram St frontage. All four sides of the site are bounded by public highway with the footway running immediately adjacent the site. The site itself is surfaced with loose chippings and stone. There is a warden hut near to the vehicular entrance and the only other features are the individual masts which hold the security lighting.

4.0 RELEVANT PLANNING HISTORY

- 4.1 This site has been the subject of a considerable amount of planning history which is set out below:

06/00926/FU Original permission at this site for temporary change of use including demolition of depot to form shopper and visitor's car park – approved 28 April 2006 - expired 1 May 2007 subject to conditions regarding opening hours and pricing strategy.

06/06792/FU Variation of Conditions 2 (opening hours) & 3 (pricing) of 06/00926/FU – refused 4 January 2007.

07/02821/FU Renewal of approval 06/00926/FU (temporary change of use including demolition of depot to form shopper and visitor's car park) – approved 14 June 2007 – expired 1 May 2008

09/04057/FU Retrospective application for use of vacant site as temporary long stay car park – refused 10 November 2009 – this was subject of an appeal which was allowed subject to conditions which ensured that the site would be used for short stay car parking (APP/N4720/A/10/2125961)

08/01492/UCU3 Enforcement Notice against unauthorised use of Land as Car Park issued 12 March 2010 – this was subject of an appeal which was allowed subject to conditions which ensured that the site would be used for short stay car parking (APP/N4720/C/10/2126361)

5.0 HISTORY OF NEGOTIATIONS

- 5.1 Pre-application advice was provided prior to the submission of this application.

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 Letters of support have been received from AWS Surveyors and Savills (Surveyors) stating that this car park is essential to support the many local businesses by providing spaces for both commuters and visitors, particularly in the absence of significant public transport improvements. The car park is in a good location, well managed and the improvements proposed would meet the relevant policy requirements. Site notice was 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 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 CCCCPC policy cap of 3200 car parking spaces.

Environment Agency - No objection to the proposal. Advise that 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.

Highways Services – The proposal has a moderate impact on the Meadow Road gyratory. The access accords with LCC Street Design Guide SPD visibility splay standards in both directions for the classification of road on to which it accesses.

7.2 Non-statutory:

Flood Risk Management - The site is within Flood Zone Risk Area 2. The proposal would be acceptable subject to conditions controlling surface water drainage, a flood risk management plan including an evacuation strategy in the event of severe flooding and the insertion of an oil interceptor.

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 are discussed in the umbrella report which is part of this agenda. The UDPR allocates this site within Holbeck Urban Village and again the relevant policy is set out in the umbrella report. The southern Prestige Development Area is located immediately to the south and east of this site.

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 site is located close to the M621 junction and therefore the traffic generated by the this proposal was considered to be more likely to impact on the strategic highway network. Consequently the Highways Agency estimate the impact on the motorway to be major with moderate impact on the Meadow Road gyratory. The dimensions and setting out of the current site access point are acceptable.

10.2 Safety and Security:

The site benefits from high levels of natural surveillance, being over-looked on two sides by residential and offices uses, and this would be improved by the reduction in height of

the boundary treatment to below that of the existing. The site is lit and is also manned and therefore has a good level of security.

10.3 Appearance/Biodiversity:

It is considered that the proposal is an improvement on the appearance of the existing car park especially around the boundary where a 3.5m - 5m planting strip is to be introduced. This would improve the quality of the pedestrian environment as well as that for the surrounding occupiers. However, the fact that it relies on one species and there is no additional tree planting either around the edge or within the site results in the submission being a missed opportunity. The final details of the landscaping will be controlled by the condition set out above. However, the site is located on the northern side of the Sweet Street and with another application for temporary car parking being recommended for approval on the southern side of Sweet Street, this would result in a considerable improvement to the environment on this important through route.

10.4 Temporary Uses:

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

11.0 CONCLUSION

11.1 It should be noted that both this and its partner site to the north at Ingram Row were equal when assessed against the evaluation criteria and consequently are positioned 11th and 12th in the comparative assessment process (Ingram Street and Ingram Row respectively). However Ingram St would take the total number of car parking spaces to over the 3200 cap whilst Ingram Row would fall 35 spaces short of the 3200 cap. It has been decided to recommend Ingram St for approval which takes the total number of car parking spaces to 3218 spaces. This is because it is considered that allowing this level of commuter car parking is still compatible with the objectives of the CCCCP Policy and would optimise meeting the short term economic need for city centre parking whilst still adequately safeguarding against the potentially adverse impact on the highway network. It would also help to support existing businesses.

This application relates to a site which is currently being used as a car park and the proposal will result in the site being visually improved with peripheral planting. It is therefore considered to adequately address the issues set out in the CCCCP1 and the application is therefore recommended for approval.

Background Papers:

Application File: 06/00926/FU

Application File: 06/06792/FU

Application File: 07/02821/FU

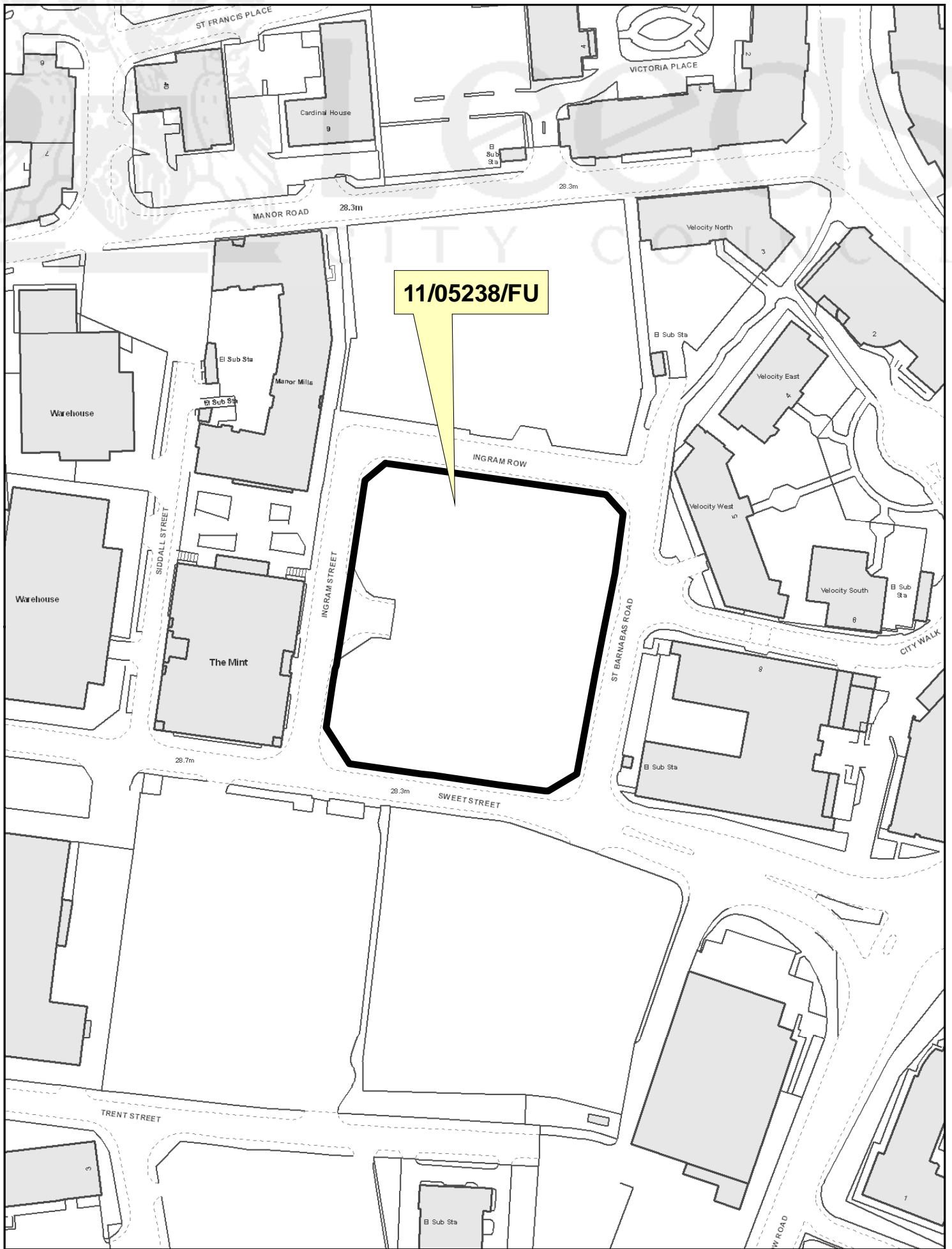
Application File: 09/04057/FU

Appeal File :(APP/N4720/A/10/2125961)

Enforcement File: 08/01492/UCU3

Enforcement Appeal File: (APP/N4720/C/10/2126361)

Certificate of Ownership – Certificate A signed on behalf of Ingram Row Ltd.



CITY CENTRE PLANS PANEL

