



## Report of the Chief Planning Officer

### *PLANS PANEL CENTRAL*

Date: 15<sup>TH</sup> MARCH 2012

**Subject: APPLICATION 11/05239/FU – USE OF SITE AS CAR PARK (225 SPACES) AT INGRAM ROW, HOLBECK, LEEDS, LS11**

**APPLICANT**  
Ingram Row Ltd

**DATE VALID**  
13/12/2011

**TARGET DATE**  
7/02/20102

**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:**

**Refuse permission for the following reason:**

**The application proposal is one of a number which seek permission for long stay car parking within the city centre. It has been resolved to grant planning permission to other applications which are considered to better meet the criteria set out in the Council's informal City Centre Commuter Car Parking Policy (CCCCPP), and in these circumstances this application is considered to be contrary to the Council's transport strategy to restrict commuter car parking in accordance with Policies CCP2 and T24A of the Leeds Unitary Development Plan Review 2006, and the CCCCCPP, by exceeding the cap of 3200 aggregate spaces allowed under this policy and would therefore have an adverse impact on the strategic highway network.**

**1.0 INTRODUCTION:**

1.1 This application is one of the long stay commuter car parking applications to be considered under policy CCCCCP1. This report should be read in conjunction with the umbrella report to this Plans Panel for those applications being considered under

CCCP1. 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 This proposal is for a 225 space long stay car park. Physical works include the removal of all of the Pallisade and Herras fencing which surrounds the site and the demolition of the remaining building on the site thereby removing the pinch point from the eastern boundary. The existing trees along the southern boundary are to be retained and the western, northern and eastern boundaries are to receive 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 has been used for security purposes. The surface is a mix of hard-standing and compacted rubble and the lighting is to remain unaltered as a series of individually mounted fixtures atop metal poles.

## **3.0 SITE AND SURROUNDINGS:**

3.1 This site is located between Ingram Row, on its southern side, and Manor Rd to the north. To the west are the newly constructed apartments of Manor Mills and to the East are the offices and flats of the Velocity development. The site has a mix of boundary treatments:

- Fronting Manor Rd it is exclusively Herras fencing which provides a very temporary and flimsy looking means of enclosure with no screening.
- To the west facing Manor Mills there is further Herras fencing but further south the treatment becomes 2m high Pallisade fencing painted grey.
- The southern boundary is bounded by further palisade fencing only punctuated by the site access point half way along its length and corrugated sheet steel near to the residential entrance to Manor Mills. Inside this is a row of 6no. 15m Poplar trees and a mix of other semi-mature trees.
- The eastern boundary is a mix of Palisade and Herras fencing with a disused brick building which creates a pinch point between an out building of the Velocity scheme.

3.2 The northern and southern boundaries have public footway as part of the public highway running along them and to the west and east are private footpaths with plant and trees. The site is part of the Holbeck Urban Village and is at its south-eastern corner. The site itself is surfaced with a mix of hard surfacing, where a building once stood on the northern half of the site, and loose chippings and stone across the remaining southern half. There is a wardens 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:

20/177/05/FU Temporary laying out of 172 shopper and visitor car parking spaces and erection of temporary sales and marketing suite. – approved 8 May 2006 - expired 1 May 2007 - subject to conditions regarding opening hours and pricing strategy.

06/06817/FU Variation of condition 2 (opening hours) and removal of condition 3 (pricing) (Application No. 20/177/05/FU) to car park – refused 4 January 2007

07/02820/FU Renewal of approval 20/177/05/FU (temporary laying out of 172 shopper and visitor car parking spaces and erection of temporary sales and marketing suite) – approved 14 June 2007 – Expired 1 May 2008.

09/04037/FU Retrospective application for use of vacant site as temporary long stay car park – refused 9 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/10/2125970)

06/01037/NCP3 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/10/2126365)

## **5.0 HISTORY OF NEGOTIATIONS**

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

## **6.0 PUBLIC/LOCAL RESPONSES**

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 23<sup>rd</sup> December 2011. Expired 13<sup>th</sup> 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 CCCCP 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 north 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 is considered to be likely to impact on the strategic highways network. Consequently, when considered in accordance with the highway impact scoring criteria the Highways Agency estimate the impact on the motorway to be major. It is also considered that there would be a moderate impact on the Meadow Road gyratory. The dimensions and setting out of the current site access point are acceptable. However, in comparison with alternative sites which are considered to better meet the criteria in the CCCC policy it would exceed the cap of 3200 commuter car parking spaces and is therefore considered to have an unduly adverse impact on the strategic highway network.

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

The site benefits from high levels of natural surveillance being bounded on two sides by residential properties. This would be improved by the reduction in height of the boundary treatment and the removal of the brick building on the eastern boundary. 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 existing especially around the boundary where a 3.5 - 5m planting strip is to be introduced. This would improve the quality of the pedestrian environment as well as that for the surrounding occupiers. It also retains the existing bank of trees on the southern boundary of the site. 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.

### **10.4 Temporary Uses:**

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

## **11.0 CONCLUSION**

It should be noted that both this and its partner site to the south at Ingram St 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. As stated in the Ingram St report above 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 CCCC 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. Consequently this application for Ingram Row is recommended for refusal.

**Back Ground Papers:**

Application File: 20/177/05/FU.

Application File: 06/06817/FU

Application File: 07/02820/FU

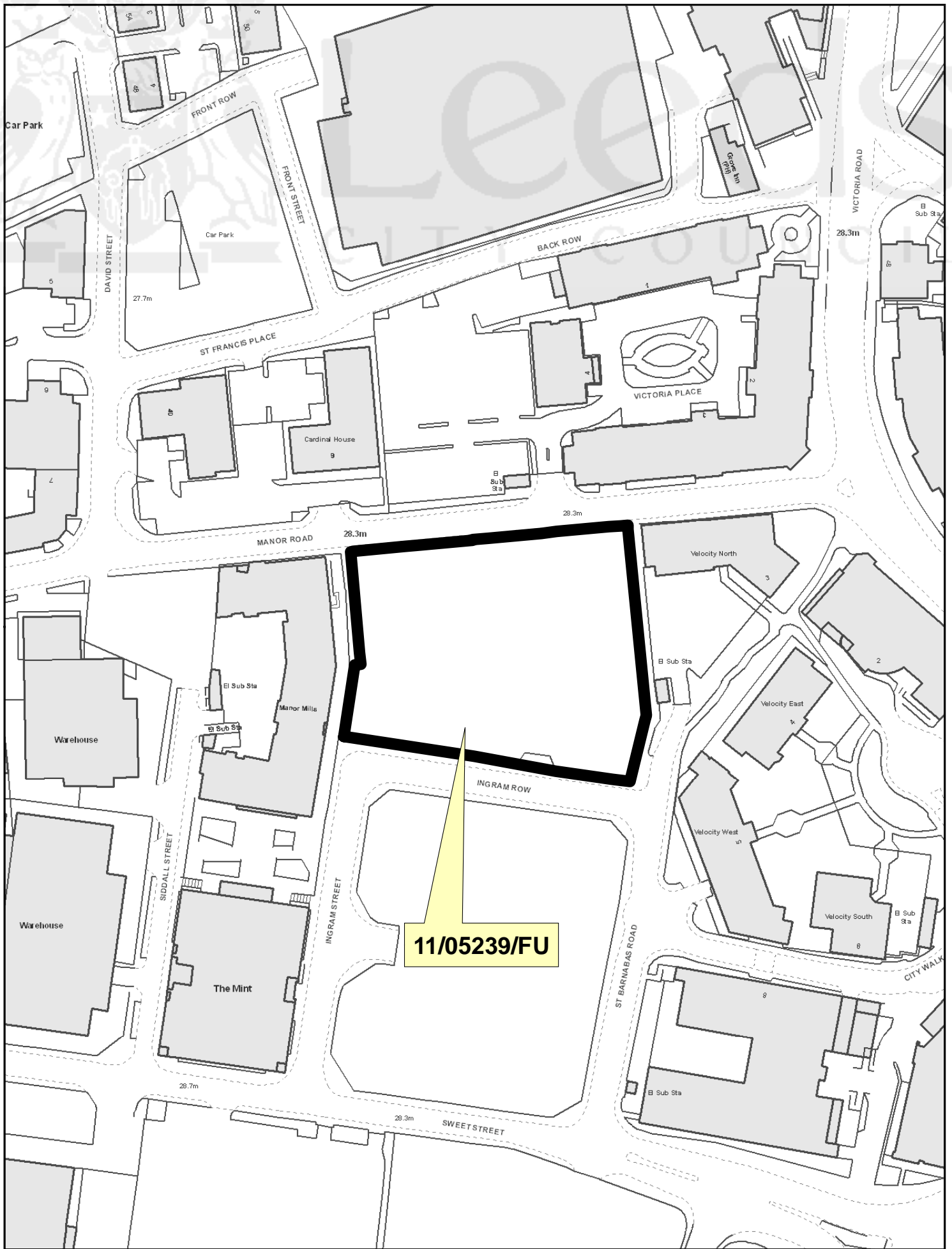
Application File: 09/04037/FU

Appeal File: (APP/N4720/A/10/2125970)

Enforcement File: 06/01037/NCP3

Enforcement Appeal File: (APP/N4720/C/10/2126365)

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



# CITY CENTRE PLANS PANEL

