



Report of the Chief Planning Officer

PLANS PANEL CITY CENTRE

Date: 15th March 2012

Subject: APPLICATION 11/05225/FU – USE OF SITE CLEARED SITE AS CAR PARK (420 SPACES) AT FORMER DONCASTER MONKBRIDGE (BAM), WHITEHALL ROAD, LEEDS

APPLICANT

BAM Monkbridge Ltd

DATE VALID

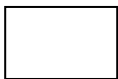
12/12/11

TARGET DATE

12/3/12

Electoral Wards Affected:

City & Hunslet



Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: REFUSE for the following reasons;

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 (CCCCP1), 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 CCCCCP1, by exceeding the cap of 3200 aggregate spaces allowed under this policy and having an adverse impact on the strategic highway network.

1.0 INTRODUCTION:

1.1 This application is one of the long stay commuter car 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 CCCCCP1.

2.0 PROPOSAL:

- 2.1 The application proposal is for a 420 space long stay car park. The car park surface is proposed to be a coarse graded aggregate, it will utilise the existing access from Whitehall Road. Three new trees are proposed adjacent to Whitehall Road and new lighting is provided within the site. Hoardings will bound the parking areas onto Whitehall Road and the canal side. Pedestrian access is provided from the site to the canal towpath. Security gates control access and the site will be visited by private security officers throughout the day.

3.0 SITE AND SURROUNDINGS:

- 3.1 The application site is part of the former Doncaster Monkbridge site to the north of Whitehall Road and the south of the disused viaduct. The site contains one new office building but is otherwise largely cleared and enclosed by hoardings (these hoardings do not have the benefit of planning permission). The access roads and some of the landscaping associated with an extant mixed use outline consent on the site have already been implemented. A pocket park has also been introduced on the land to the east between the canal and river.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 06/02880/OT: Outline consent was granted on 10/9/07 (after a panel resolution on 26/4/07) for a major mixed use development that included five office buildings to the south of the viaduct, four residential towers to the north of the viaduct, a mix of leisure and retail uses within the viaduct arches and a pocket park on land between the canal and river. The principle of development plus the means of access, layout of the site and scale of the buildings were agreed. The first office building and the pocket park have been constructed but the residential development has not commenced yet.
- 4.2 06/05718/FU: At the same time as the outline application referenced above, full planning permission was granted for the first office building on the site. This building has been constructed and is partially occupied.
- 4.3 08/03199/RM: Reserved matters were approved for the pocket park phase of the development on 27/10/08. The landscaping works on this parcel of land between the river and canal have been implemented and the park recently opened.
- 4.4 10/04135/RM: Reserved matters were approved for the second office building approved under outline consent 06/02880/OT on 14/12/10.

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 minimal impact on the Strategic Road Network (when considered in line with the highway impact scoring criteria.) and does

not have any objection to the proposal provided it would not exceed the CCCC1 cap of 3,200 spaces.

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 British Waterways: The applicant states the site already discharges into the canal but there is no record of this, confirmation should be provided. There are some concerns if the site is to discharge into the canal and oil interceptors may be required.

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 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 moderate traffic impact on Whitehall Road/Northern Street/Wellington Street and Whitehall Road/Globe Road junctions.

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 is in accordance with the stated policy requirements. The Highways Agency estimates the impact on the motorway to be minimal and LCC highways officers believe there will be a moderate traffic impact on the local highway network when considered in accordance with the highway impact scoring criteria. The access roads have already been laid out in accordance with the approved details for the major mixed use scheme proposed for the site therefore the visibility splays are acceptable and no highways issues arise. However, in comparison with the alternative sites which are considered to better meet the criteria in policy CCCC1 it would exceed the cap of 3,200 commuter car parking spaces and is therefore considered to have an unduly adverse impact on the strategic highway network.

10.3 Safety and Security

10.4 The site is enclosed by hoardings and is therefore secure and there would be some surveillance from the office building adjacent to the proposed car park. Security visits will be carried out throughout the day but there is no permanent security presence or CCTV proposed.

10.5 Appearance/Biodiversity

10.6 The site is already fairly neat and tidy due to the introduction of the access roads and developers commitment to maintaining an attractive site to compliment the first phases of the major mixed use development, namely the adjacent office building and pocket park. However, these adjacent uses are not within the boundary of the car park application and the large area to accommodate car parking would receive very little visual enhancements therefore it is felt that opportunities have been missed. The existing hoarding is retained with no enhancement identified and there is no planting within the parking areas. The only planting proposed is three trees in one corner of the site adjacent to Whitehall Road. Access will be provided from the car park to the canal therefore this may result in more people walking along the canal but this does not provide any real connectivity enhancement to the general public. As there few areas of visual or biodiversity improvements and a lack of planting and other enhancements the application fails to achieve the quality and level of enhancement of many other sites proposed under policy CCCC1.

10.7 Temporary and/or additional uses

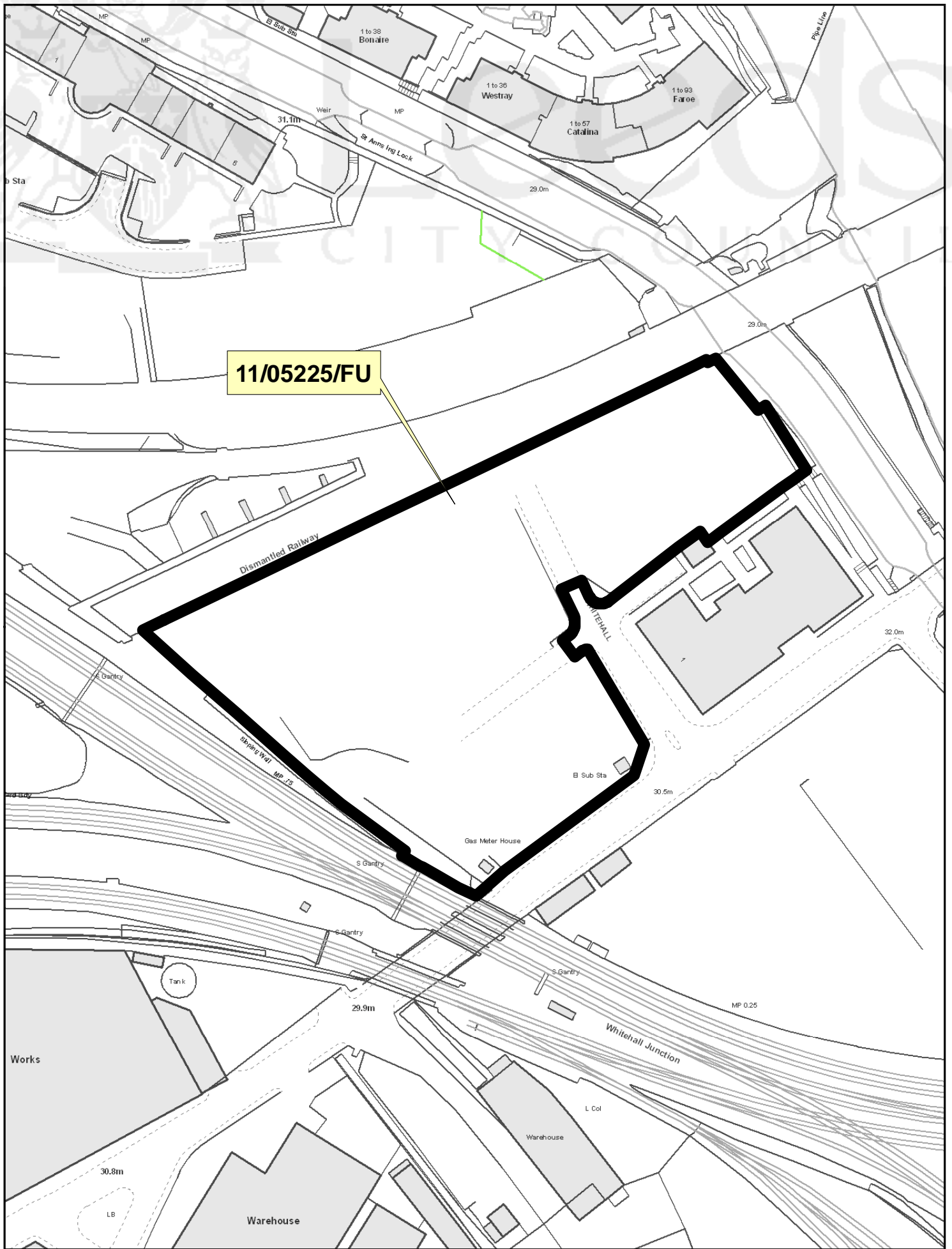
10.8 No temporary uses are proposed, for a site of this size it is considered that this is a missed opportunity.

11.0 CONCLUSION:

11.1 Whereas the site will be visited by security personnel there is no CCTV and limited natural surveillance and there are very few additional visual or other benefits proposed. It is therefore considered on balance that it fails to better the other site proposals when evaluated in terms of the quality and provision of the benefits recommended by the CCCC1 policy within the 3200 space cap and is recommended for refusal.

12.1 BACKGROUND PAPERS:

12.2 Application file 11/05225/FU.
Certificate of Ownership – Certificate A signed by the agent.



CITY CENTRE PLANS PANEL

