



Report of the Chief Planning Officer

PLANS PANEL CITY CENTRE

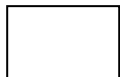
Date: 15th March 2012

Subject: APPLICATION 11/05214/FU – USE OF CLEARED SITE FOR LONG STAY CAR PARK (69 SPACES), CAR PARK C, GLOBE ROAD, HOLBECK, LEEDS

APPLICANT	DATE VALID	TARGET DATE
West Register	12/12/11	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: REFUSE 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 (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. 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 69 space long stay car park. It is proposed to introduce new tree and shrub planting in the corners and centre of the site.

3.0 SITE AND SURROUNDINGS:

3.1 The site is located between Globe Road and Water Lane, the disused viaduct bounds the site to the east and the railway lines bound the site to the west. 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. 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 79 cars. The site is enclosed by high brick walls and the raised viaduct and railways lines.

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) and does not have any objection to the proposal provided it would not exceed the CCCCP1 cap of 3,200 spaces.

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: Information submitted within TA is in accordance with UDP policy CCCC1 for the size of the car park, the access accords with the LCC Street Design Guide SPD and visibility splay standards in both directions for type of road are acceptable. There would be an insignificant impact on local network.

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 an insignificant impact on local network when considered in accordance with the highway impact scoring criteria. The site is very small and utilises an existing access therefore 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 fully enclosed therefore access is limited to the main entrance and no additional escape routes are provided. The site is unmanned and no lighting or CCTV are proposed. Due to the sites location on the edge of HUV and enclosure by the high viaduct walls there is very limited natural surveillance from adjacent uses or passers by therefore the site was not considered to be as safe as others being considered under CCCC1.

10.5 Appearance/Biodiversity

10.6 The site is very small therefore there is limited scope for enhancement. There are some minor enhancements proposed in the form of tree and shrub planting in the corners and the centre of the site but these areas of planting could have been increased or considered in a more co-ordinated manner with the other adjacent sites submitted by the same applicant.

10.7 Temporary and/or additional uses

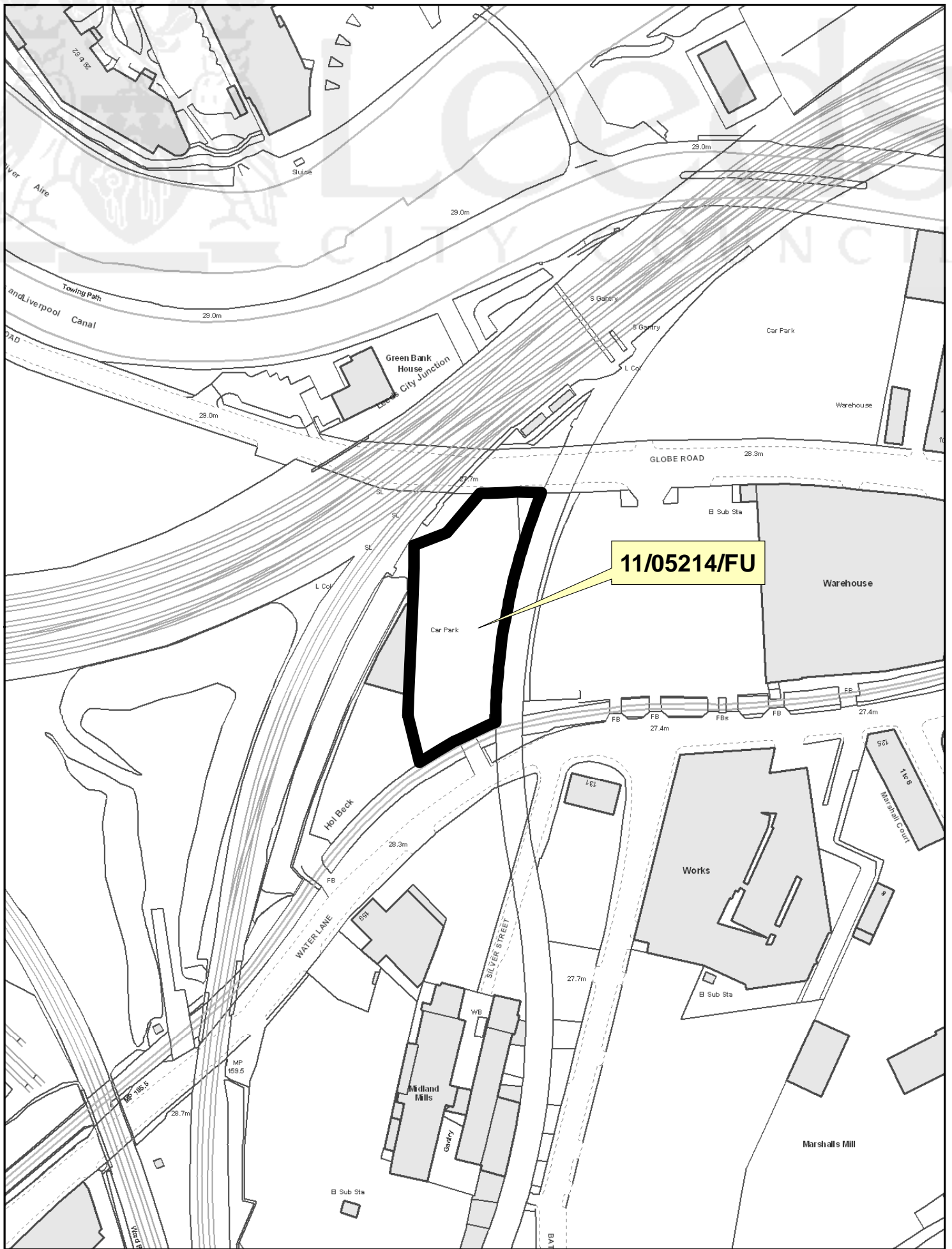
10.8 No other beneficial uses are proposed. This may be considered reasonable for such a small site; however, the applicant could have combined this site with the four adjacent sites to produce temporary uses to the benefit of HUV or provided smaller benefits such as electric charging points.

11.0 CONCLUSION:

11.1 Based on an assessment against the criteria within UDPR policy CCCC1 this application did not include proposals to make the site sufficiently safe and secure. There was limited visual enhancements and no temporary uses proposed. It is therefore considered on balance that it fails to better 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 11/05214/FU and previous enforcement file 08/01491/UCU3. Certificate of Ownership – Certificate A signed by the agent.



CITY CENTRE PLANS PANEL

