



Report of the Chief Planning Officer

PLANS PANEL CITY CENTRE

Date: 15th March 2012

Subject: APPLICATION 11/05220/FU – USE OF WAREHOUSE FOR LONG STAY CAR PARK (236 SPACES), FORMER WAREHOUSE BUILDING LAND SOUTH OF GLOBE ROAD (GLOBE ROAD D), 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: 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. 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 236 space long stay car park within an existing two storey warehouse building. Access is provided via a key fob entry through existing roller shutter on each floor. The application states it would be possible to paint the exterior of the building to attempt to enhance its appearance.

3.0 SITE AND SURROUNDINGS:

- 3.1 This existing two storey warehouse building is located between Globe Road and Water Lane with vehicular access from Globe Road. The site is located within the defined City Centre boundary and Holbeck Urban Village and is adjacent to the Holbeck Conservation Area. The site is within Flood Risk Zone 3. The surrounding area contains a mix of commercial developments, cleared sites and some limited leisure and residential uses.
- 3.2 The building is operated as an unauthorised long stay commuter car park for 240 cars; these spaces are contracted out to businesses believed to be located throughout the city centre. The existing building is of poor quality and has no aesthetic merit.

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.
- 4.2 09/05209/EXT: Extension of time for outline application to erect mixed use development with hotel residential A2/A3/A4/A5/B1/D1 uses and car parking, approved 29/11/10.
- 4.3 08/03808/FU: Part 5 part 6 storey development, comprising 3 ground floor units (for flexible A2, A3, A4, B1, D1 and D2 uses) with offices over and basement parking, approved 29/11/10.

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 None.

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 Site notice posted 23/12/11.
- 6.2 Prior to the receipt of this application, one letter of support was received from the Managing Director of CB Richard Ellis Ltd (CBRE), a business located in the city centre that has contract spaces in the warehouse. The letter states these spaces are very important in allowing their staff to carry out their day to day business.

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: No objection. 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. Signage should inform the public of the potential for flooding in the building and any valeting service should have regard to the EAs pollution prevention guidelines.

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 a modest traffic impact on Water Lane/Neville Street junction, Whitehall Road/Globe Road and Meadow Road gyratory.

7.9 British Waterways: No objection.

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 modest impact on local network when considered in accordance with the highway impact scoring criteria. The site access provides suitable visibility splays and no local road safety 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 building is unmanned and no CCTV is proposed therefore there is the potential for problems to arise if unauthorised people gain access to the building. To attempt to provide some security there is a key fob entry that raises the security shutters. Whereas this prevents access when the shutters are closed, it could raise tailgating issues (people following others into the building when they have raised the shutters) and introduce places to hide and therefore raises serious security concerns.

10.5 Appearance/Biodiversity

10.6 There is a proposal to paint the building but it is considered that this would not enhance the appearance of the building or Conservation Area. Removing the existing poorly maintained paintwork to expose the original brickwork would be preferred. There is no opportunity to introduce landscaping but the parking is concealed and not visible from public areas. The enhancements proposed for the building are not considered appropriate or beneficial.

10.7 Temporary and/or additional uses

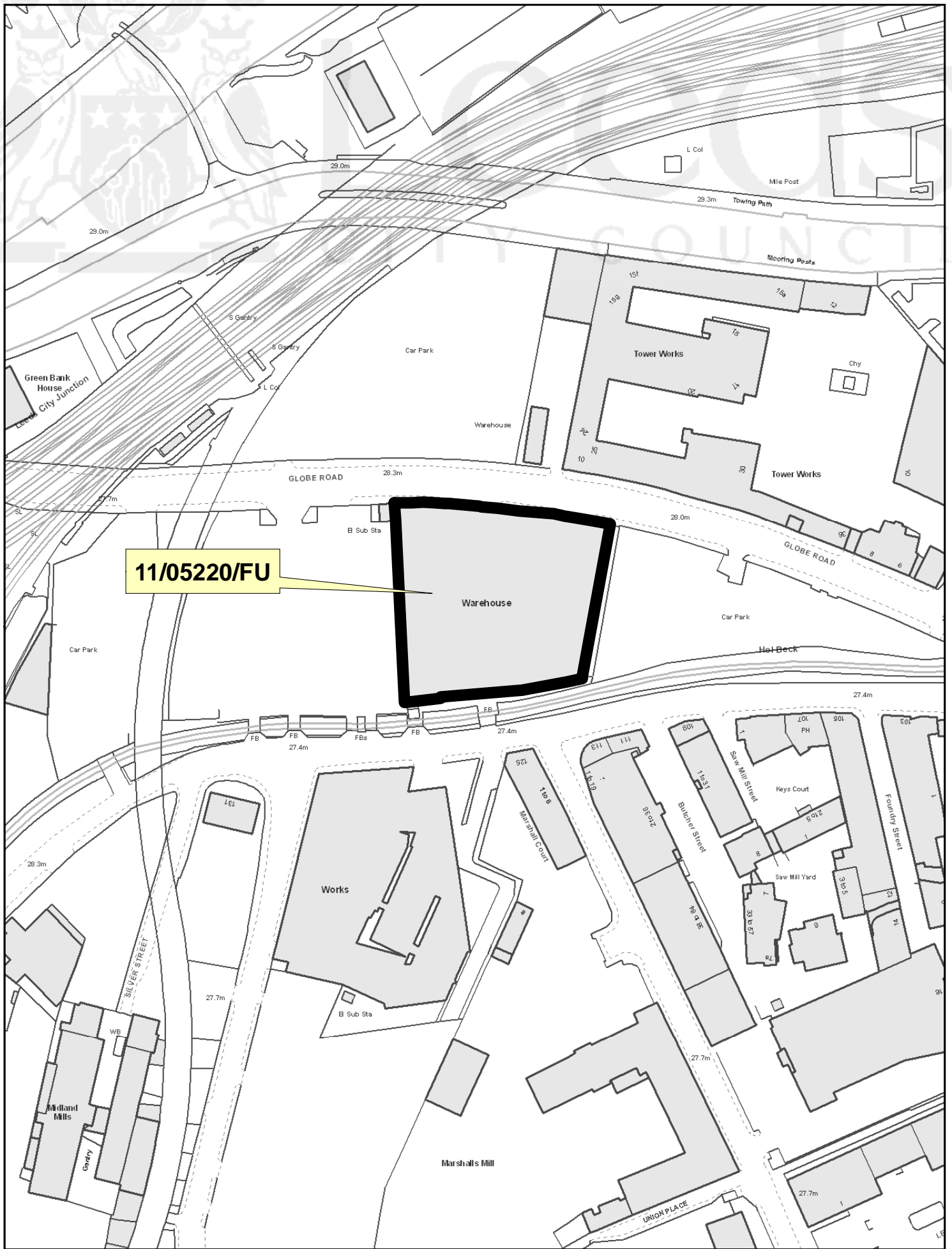
10.8 No temporary uses are proposed. This is a missed opportunity and the building could have been used for other means on a weekend or the applicant could have combined this site with the four adjacent sites to produce temporary uses to the benefit of HUV or provided smaller benefits such as electric charging points.

11.0 **CONCLUSION:**

11.1 Based on an assessment against the criteria within UDPR policy CCCCP1 the lack of management of the site raises security and safety issues and the proposed works to the building are not considered to enhance the Conservation Area. 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 CCCCP1 policy within the 3200 space cap and is recommended for refusal.

12.1 **BACKGROUND PAPERS:**

12.2 Application file 11/05220/FU and previous enforcement file 08/01491/UCU3. Certificate of Ownership – Certificate A signed by the agent.



11/05220/FU

CITY CENTRE PLANS PANEL

