



Report of the Chief Planning Officer

PLANS PANEL CITY CENTRE

Date: 15 March 2012

Subject: APPLICATION 10/01420/FU RETENTION OF CLEARED SITE AS CAR PARK (400 LONG STAY PARKING SPACES) AT LAND AT WHITEHALL ROAD/GLOBE ROAD (ELITE), LEEDS LS12 1BE

APPLICANT
Elite Parking UK

DATE VALID
26 March 2010

TARGET DATE
25 June 2010

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 for the following reasons:

1. 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 highways network.
2. The application site access lies directly opposite the Latitude/BAM Monkbridge development site access on Whitehall Road, which may give rise to conflict with vehicles turning right from the car park subject of this planning application and the right turn lane facility for the Latitude/BAM Monkbridge development site. It is considered that this would give rise to adverse road safety issues, contrary to Policies GP5 and T2 of the Leeds Unitary Development Plan Review 2006.

INTRODUCTION:

- 1.1 This application is brought to Plans Panel because it is a major application to be considered under the City Centre Commuter Car Parking Policy (CCCCPP). This report should be read in conjunction with the umbrella report to this Plans Panel for all those applications being considered under CCCCCPP.

2.0 PROPOSAL:

- 2.1 This retrospective application proposal is for the retention of 400 long stay car parking spaces for 5 years.
- 2.2 The application submission is supported by a site layout plan, a planning statement, a transport statement and a flood risk assessment. The applicant has confirmed in writing that if granted permission they would implement full lighting, a pond, turfing, trees in containers, meadows, and seating, however no firm details such as scale drawings or planting specifications have been submitted. The car park is attended during hours of opening.

3.0 SITE AND SURROUNDINGS:

- 3.1 The 1.26 hectare application site lies within the south-western edge of the UDP-defined Leeds City Centre, at the junction of Globe Road and Whitehall Road. It is bounded by metal railing and retained brick building façade to Whitehall Road, by the railway line and viaduct to the south and a painted brick wall to Globe Road. The site was part of the Doncaster's Monk Bridge forge until it closed, and the site was purchased by current owners Taylor Wimpey, and marketed as the "Green Bank" development. The site's surface consists of a mixture of compacted rubble and concrete. The site lies in flood risk zone 3.
- 3.2 This application relates to an existing unauthorised long stay commuter car park, which has been in operation since 2009. Since the demolition of this part of the Doncaster Monkbridge forge in 2003 an unauthorised car park use on the site (different operator to the current applicant) had been subject of enforcement action and an Enforcement Notice was served in 2005.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 Enforcement Notice ENF/647/03/20 Change of use to car park - Notice Served 8 March 2005 - Notice required the use of land for car parking to cease - Notice Effective 18 April 2005 and is still extant
- 4.2 Planning Application 09/04593FU Retention of cleared site as car park – application received 5 November 2009 - application withdrawn 4 February 2010
- 4.3 Planning Applications 10/01666/EXT & 10/01670/EXT Extension of time permissions (original permissions 20/499/04/FU & 07/00018/FU) granted further 5 years in November 2010 for mixed use development (known as the "Green Bank" development) consisting of multi-level development up to 31 storeys with 833 flats, commercial units, car parking and landscaping, and amendment to include 33 storey residential tower with 184 flats and flexible ground and first floor A1/A2/A3/A4/A5/D1/D2/B1 commercial units. The development is on hold due to the current economic climate.

5.0 HISTORY OF NEGOTIATIONS:

Numerous discussions since 2009 with the applicant regarding the acceptability of long stay car parking in the context of adopted UDP policy and the nearby appeal decisions. The application was held in abeyance whilst the CCCCPP was formulated, and the applicant made written submissions in December 2011 to support their application in the light of CCCCPP.

6.0 PUBLIC/LOCAL RESPONSE:

6.1 In 2010, application publicity consisted of:

6.1.2 Site Notice posted 13 April 2010 expired 4 May 2010

6.1.3 Press Notice posted 8 April 2010 expired 5 May 2010

6.2 In November 2010, comments in support of the retention of long stay commuter car parking at this site were received from Councillor Lobley (Roundhay Ward), Councillor Latty (Guiseley and Rawdon Ward) and 22 Elite Parking customers, following the Planning Inspectorate's appeal decisions at several sites nearby, and the Local Planning Authority's intended recommendation to approve short stay car parking only at this site in accordance with adopted policy at the time and the Inspector's decisions. These comments pre-dated the review of car parking policy and subsequent adoption of the new policy.

6.3 In 2011, application publicity consisted of:

6.3.1 Site Notice posted 11 November 2011 expired 2 December 2011

6.3.2 Press Notice 16 November 2011 expired 15 December 2011

6.4 No comments have been received on this application since 2010.

7.0 CONSULTATIONS RESPONSES:

7.1 **Statutory:**

7.1.2 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 CCCCPP cap at 3200 car parking spaces.

7.1.3 LCC Transport Development Services

The submitted transport assessment is not in accordance with CCCCPP guidance. It is the TA relating to the approved Green Bank mixed use development, and therefore did not relate to this application proposal for long stay commuter car parking. It is considered that there is moderate traffic impact on Whitehall Road/Northern Street/Wellington Street and Whitehall Road/Globe Road junctions. The car park access visibility splay meets appropriate standards, however it lies opposite the Latitude/BAM Monkbridge development site access on the northern side of Whitehall Road. There are concerns regarding right-turning vehicles opposing the right turn lane facility for the Latitude/BAM Monkbridge development site opposite. Therefore, it is considered that the application proposal would give rise to adverse road safety issues, contrary to UDP Review Policy T2.

7.1.4 Environment Agency

No objection subject to conditions regarding provision, maintenance and management of a surface water drainage scheme, including oil interceptors.

7.1.5 British Waterways

No objection.

7.2 Non-statutory:

7.2.1 LCC Flood Risk Management

No objection subject to implementation of flood risk management measures outlined in the submitted Flood Risk Assessment.

7.2.2 West Yorkshire Police Architectural Liaison Officer

The assessments carried out by officers with regard to safety and security are appropriate.

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

1. Highways implications
2. Safety and security
3. Appearance/biodiversity
4. Other beneficial temporary uses

10.0 APPRAISAL

10.1 Highways Implications

The submitted transport assessment is not in accordance with policy guidance, it was the TA relating to the approved mixed use development for the site, and therefore did not relate to this application proposal. The Highways Agency estimate the impact on the motorway to be minimal and LCC highways officers consider that there is a moderate traffic impact on Whitehall Road/Northern Street/Wellington Street and Whitehall Road/Globe Road junctions, when considered in accordance with the highway impact scoring criteria. 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.

10.1.2 In addition, there are safety concerns regarding the location of this temporary car park access, with right-turning vehicles from this car park opposing the right turn lane facility for the Latitude/BAM Monkbridge development site access opposite. Therefore, it is considered that the application proposal would give rise to adverse road safety issues, contrary to UDP Review Policies GP5 and T2. The application is therefore recommended for refusal on road safety grounds.

10.2 Safety and Security

The site is permanently attended and there is a commitment to install lighting in writing from the applicant. Due to the walled nature of the site, it would be difficult to increase permeability and natural surveillance without physical works to lower the boundary wall to Globe Road. However, these works have not been proposed, and this has resulted in the application being considered average in comparison with other sites under this criteria.

10.3 Appearance/Biodiversity

Proposed enhancement works have only been set out in writing by the applicant. These would include a pond, turfing, trees in containers, meadows, and seating, but there is a lack of detail. No firm proposals have been shown on plans or are evident

on site. It is considered that the application submission fails to demonstrate sufficiently the benefits recommended by the CCCCPC policy. This has resulted in this application being comparatively poorer than other sites under consideration.

10.4 Other beneficial temporary uses

No other temporary uses are proposed.

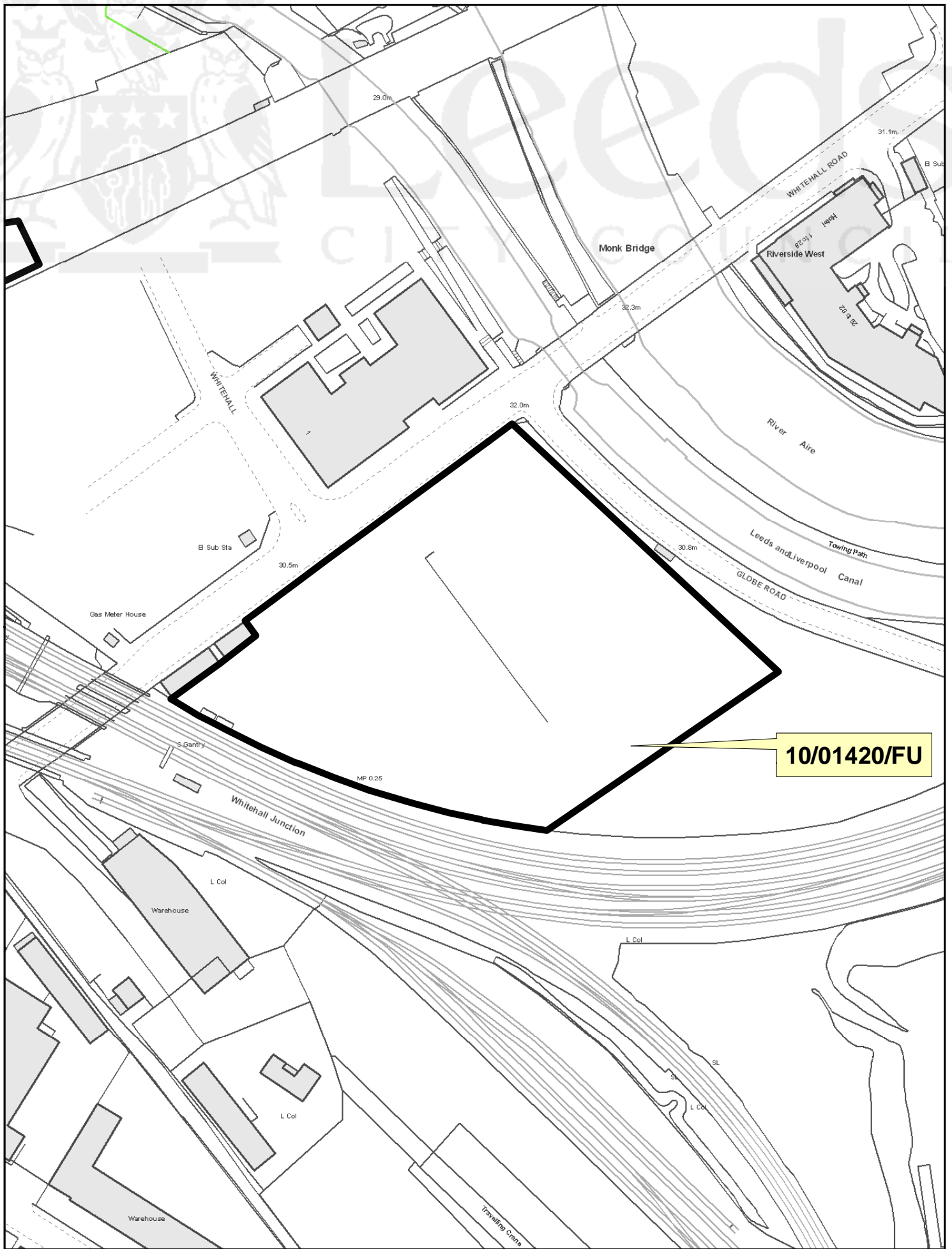
11.0 CONCLUSION

This application relates to an existing unauthorised long stay commuter car park, which has been in operation since 2009. Since the demolition of this part of the Doncaster Monkbridge forge in 2003 an unauthorised car park use on the site (different operator to the current applicant) had been subject of enforcement action and an Enforcement Notice was served in 2005. The applicant has confirmed a number of visual enhancement measures in support of their current submission, however there is a lack of detail in what is proposed, and an absence of scaled plans and specifications. 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 CCCCPC policy, namely improvements to the visual appearance, biodiversity and landscape quality of the area. It is also considered that the application proposal gives rise to road safety concerns due to the location of its site access, with right-turning vehicles from this car park opposing the right turn lane facility for the Latitude/BAM Monkbridge development site. It is considered that this road safety concern would be contrary to UDP Review Policies GP5 and T2. The application is therefore recommended for refusal.

Background Papers:

Application file 10/01420/FU

Certificate of Ownership – Certificate B signed on behalf of applicant Elite Parking UK and Notice No. 1 served on owner Taylor Wimpey



CITY CENTRE PLANS PANEL

