

DCCE2006/1744/F - PROPOSED CHANGE OF USE TO CAR PARK. THE CAR CENTRE, 15-17, KYRLE STREET, HEREFORD, HR1 2ET

**For: A W & J R Davies, RPS Planning, Park House,
Greyfriars Road, Cardiff, CF10 3AF**

Date Received: 31st May, 2006

Ward: Central

Grid Ref: 51439, 40162

Expiry Date: 26th July, 2006

Local Member: Councillor D. Fleet

1. Site Description and Proposal

- 1.1 The site is located on the north western side of Kyrle Street directly opposite the junction with St Guthlac Street. Nos. 15 and 17 Kyrle Street are semi-detached two-storey properties which occupy a central position fronting the road. These properties are presently being used as offices. Along the north western and south eastern boundaries are existing single storey buildings used as offices and storage in connection with the use of the remainder of the site for the sale of second hand vehicles. North east of the site is an existing privately run car park and south west is another pair of semi-detached properties which are occupied residentially. To the north are properties fronting Commercial Road including The Hop Pole and Wetherspoons Public Houses. The site lies outside but adjoining the Hereford City Conservation Area, Central Shopping and Commercial Area and also falls within the Area of Archaeological Importance as identified in the Unitary Development Plan.
- 1.2 Planning permission is sought for the demolition of all the existing buildings on site and change of use of the land to create a short stay car park for public use with a capacity for 59 vehicle spaces.

2. Policies

2.1 Hereford Local Plan:

ENV14	-	Design
CON12	-	Conservation areas
T7	-	Car parking – short stay

2.2 Herefordshire Unitary Development Plan (Revised Deposit Draft):

S1	-	Sustainable development
S2	-	Development requirements
S6	-	Transport
DR1	-	Design
DR2	-	Land use and activity
DR3	-	Movement
DR14	-	Lighting
E5	-	Safeguarding employment land and buildings
HBA6	-	New development within conservation areas
T11	-	Parking provision

Planning Policy Guidance Note13 – Transport

Herefordshire Local Transport Plan 2

3. Planning History

- 3.1 CE2006/1844/F - Use of office as a taxi office for receiving phone calls and issuing of work by radio. Planning permission approved 20th July, 2006.
- 3.2 CE1999/3284/F - Continued use of office as base station for private hire taxi business. Approved 28th January, 2000.

4. Consultation Summary

Statutory Consultations

- 4.1 None received.

Internal Council Advice

- 4.2 Conservation Manager: No objection.
- 4.2 Head of Economic Development: No comments received.
- 4.3 Traffic Manager: There is presently a capacity problem within this part of the city and additional publicly available parking subject to the pricing structure being in line with the Council's car park charging will be of benefit. Therefore, on this occasion the proposal would be acceptable in terms of the strategic parking policy, the emphasis of which is on reducing uncontrolled private non-residential parking providing sufficient publicly available parking for the economic vitality of Hereford City.

5. Representations

- 5.1 Hereford City Council: No objection to the application.
- 5.2 Three letters of comment/support have been received including a letter from Hereford Hospital. The main points raised are:
 - The Trust has been concerned for some time that patients and staff have problems finding car parking spaces at peak times near the hospital. We have recently installed a Pay-on-Foot scheme on site which should help ease the problem but an alternative provision gives more choice.
 - We receive many complaints from customers and buyers about lack of parking in Hereford and this is having a detrimental effect on our businesses. This proposal would go some way to dealing with the problem.
 - Movements of cars associated with a public car park will be different to the current car sales use and therefore I would ask for appropriate boundary treatments, landscaping, lighting and bollards to protect existing boundaries to be considered.
- 5.3 The full text of these letters can be inspected at Central Planning Services, Blueschool House, Blueschool Street, Hereford and prior to the Sub-Committee meeting.

6. Officers Appraisal

- 6.1 The site adjoins, but lies outside of both the Hereford City Conservation Area and Central Shopping and Commercial Area and has no specific land use designation being classified as white land. The site may therefore be acceptable for a many different uses subject to normal planning considerations.
- 6.2 The existing uses of the site as offices and for the sale of cars clearly represent an employment use which policy E5 of the Unitary Development Plan seeks to protect. The existing tenant has been given the opportunity to renew their agreements for a further ten years but have declined. The current leases terminate on 31st December 2007. The applicant also advises that Nos. 15 and 17 Kyrle Street, which were formerly dwellings, are not ideally suited for commercial uses due to the internal arrangement and restricted access to first floor. On balance, the loss of the existing uses are not considered sufficient to warrant refusal of planning permission and therefore the principle of an alternative use of the site is considered acceptable.
- 6.3 It is unfortunate that numbers 15 and 17 Kyrle Street have to be demolished but it is not considered that they make such a contribution to the character of the area or the setting of the Conservation Area to warrant their retention as offices or for an alternative use. As such there is no objection to their demolition. The other single storey buildings to the rear of the site are more modern constructions and are of no merit and therefore again, their demolition can be supported.
- 6.4 The majority of the site is already taken up with the parking of cars for sale and therefore the impact on the character area would be largely the same. There will inevitably be additional vehicle movements to and from the site both day and night but given the location of the site in a semi-commercial area and subject to appropriate lighting and boundary treatments it is not considered that the amenity of the area would be adversely affected by the proposal.
- 6.5 The creation of a new car park will encourage the increased use of the private car leading to further pollution and congestion within the city centre, which is contrary to the principles of sustainable development. Planning Policy Guidance Note 13 states that the availability of car parking has a major influence on the means of transport people use for their journey. Some studies suggest that parking could be more significant than levels of public transport provision in determining means of travel (particularly for the journey to work) even for locations well served by public transport (Para 49, PPG13). The guidance goes on to state that authorities should generally refuse planning permission for car parks, which do not accord with PPG13, or the policies set out in the development plan or local transport plan. The Councils Local Transport Plan 2, however, identifies a quantified need for such provision within this part of the city.
- 6.6 Therefore, whilst the proposal does not support the principles of sustainable development there is a quantifiable need for a further appropriately managed and priced car park for public use in the locality and the relevant development plan policies and local transport plan do not preclude such a proposal in this particular location. On this basis the development is considered acceptable.

RECOMMENDATION

That planning permission be granted subject to the following conditions:

- 1 A01 (Time limit for commencement (full permission))**

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990.

- 2 A06 (Development in accordance with approved plans)**

Reason: To ensure adherence to the approved plans in the interests of a satisfactory form of development.

- 3 F32 (Details of floodlighting/external lighting)**

Reason: To safeguard local amenities.

- 4 G01 (Details of boundary treatments)**

Reason: In the interests of visual amenity and to ensure dwellings have satisfactory privacy.

- 5 G04 (Landscaping scheme (general))**

Reason: In order to protect the visual amenities of the area.

- 6 G05 (Implementation of landscaping scheme (general))**

Reason: In order to protect the visual amenities of the area.

- 7 H13 (Access, turning area and parking)**

Reason: In the interests of highway safety and to ensure the free flow of traffic using the adjoining highway.

- 8 Prior to the commencement of the development, details shall be provided of the method in which the car park is to be managed and enforced along with details of the proposed pricing structure. The car park shall be managed and priced in accordance with the approved details unless otherwise agreed in writing with the local planning authority.**

Reason: To ensure the car parking is properly managed and appropriately priced in accordance with Councils’s car park strategy.

INFORMATIVE:

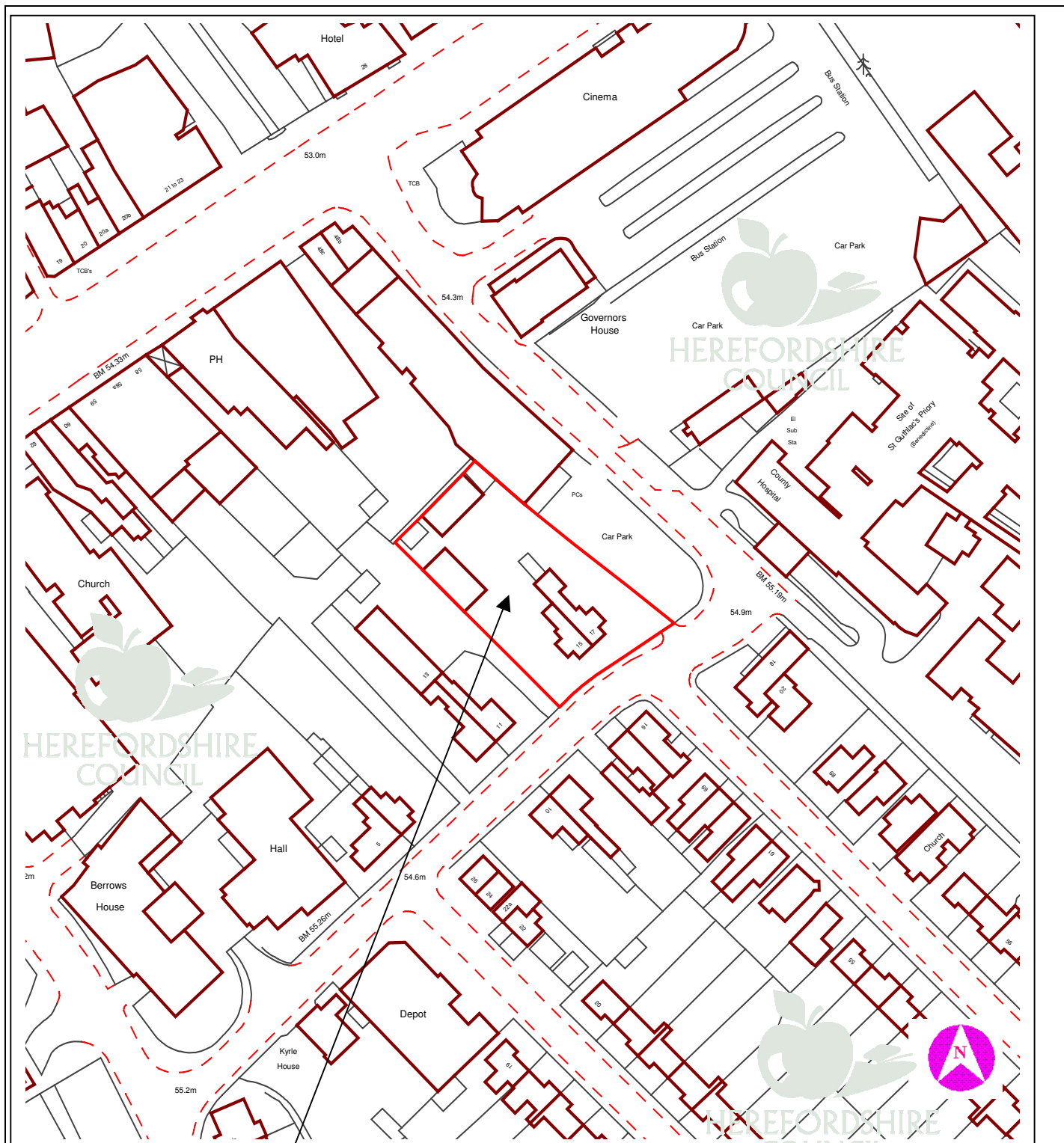
- 1 N15 - Reason(s) for the Grant of PP/LBC/CAC**

Decision:

Notes:

Background Papers

Internal departmental consultation replies.



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APPLICATION NO: DCCE2006/1744/F

SCALE : 1 : 1250

SITE ADDRESS : The Car Centre, 15-17, Kyrle Street, Hereford, Herefordshire, HR1 2ET

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