

Supporting Statements

Rev A – Mar 2024 – Issued to ERYC with PP Applic.

INCORPORATING SCHEME APPRAISAL, DESIGN AND ACCESS STATEMENT, FLOOD RISK ASSESSMENT, AND HERITAGE ASSET APPRAISAL.

Plot J, Flemingate Centre, Flemingate, Beverley, Hull, HU17 0NT -
Proposed Car Park.



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1 Introduction

This document has been compiled to accompany and support a formal Planning Application enabling this site to be used as a car park on a temporary (time limited) basis.

2 Location

The application is located on Flemingate, Beverley, HU17, ONT. It is the currently vacant, corner plot located immediately due East of the Premier Inn Hotel, being bound to the West and North by Harrison Mews, the South by Flemingate, and West by private residential properties.

3 The Proposals

It is proposed to turn the existing vacant development plot in to a car park on a temporary basis. The existing 2.4m high timber hoardings will be removed and a timber knee rail constructed to the entire perimeter. Existing steel gates to the North boundary will be retained, where an existing crossing point will be continued to be utilised to give vehicular access into the site from Harrison Mews. The existing rough unmade site surface will be levelled and surfaced with granite chippings. An informal landscape zone will be allocated to the site's periphery to be planted with low level native shrubs and seeded with a wildflower and grass seed mix.

The proposed use is for a car park, on a temporary basis – ie for up to 5 years. It will be an actively managed facility where a permit system is operated, 7 days a week with gates being locked between 21:00 hrs and 06:00 hrs the following day.

The proposed use would buy the applicant (the owner of the site) more time to be able to deliver and build out the site properly, permanently as part of the wider Flemingate Centre development. We propose that the duration of this temporary use should be 5 years, enabling the applicant (the owner of the land) sufficient time to be able to deliver a more permanent development.

4 Planning Background

The applicant has carried out a formal Pre-Application Planning Enquiry with ERYDC, (ERYC ref no 24/00413/PREP), and as such the design of these proposals has been prepared in full, accordance with the feedback received.

The application site is part of the wider Flemingate Centre (a mixed use complex chiefly providing retail, hot and cold food, leisure, and office) site and was built out in 2014-2015, under ERYC planning approval 12/01031/STPLF. Under the approved scheme, the application site was proposed to be developed out as a 2 and 3 storey office building, with associated external works to provide paving, parking, and soft landscape. Due to numerous factors, including the lack of a buyer or tenant for such a building, to date it has not been viable to build out as per the approved design, even though a desire to do this still very much exists.

5 Setting, Character, and Appearance

The site is currently completely enclosed by a 2.4 metre high timber hoarding, which blocks views across the site from all directions. The site itself has an unmade surface comprising of gravel and crushed rubble.

Historically, the site has been used on occasion for parking for contractors vehicles., storage, or as a building site compound.

It is accepted that these occasional uses, and the site's appearance from outside, are not altogether appropriate given the setting, and close proximity both to residential properties and to heritage assets. As such a formalised properly managed use is being sought.

There is an aspiration to bring about betterment to this location by delivering these proposals, not least because the application site, in conjunction with the Premier Inn, forms a 'gateway' to the entrance of The Flemingate Centre and part of the adjacent residential development. By bringing the application to this new proposed use, its appearance and presentation will be improved, and once in use the ebb and flow of activity will make a positive contribution to the immediate street scene.

6 Heritage Assets

The application site is not located within a Conservation Area, and is not Listed. However, the site is immediately adjacent to the several Heritage Assets, such as Fleming House (the Potting Shed PH) and its front wall (both under separate Grade 2 Listings), and the old mounting block outside No 38 Flemingate (also Grade 2 listed). It is also immediately adjacent to the Flemingate Beckside Conservation Area. Given this proximity, we are minded especially of our obligations expressed within sections (66)1 and (72)2 of the Planning (Listed Buildings and Conservation Areas) Act 1990, which aim to ensure that the significance, views, setting, character, appearance of heritage assets are conserved. We would of course prefer to bring the site into some kind of formalised use, if only on a temporary basis, to better achieve this. While a car park may not be an ideal solution, this temporary proposed use certainly provides betterment.

7 Residential Amenity

It is recognised that there are a number of residential properties in close proximity to the application site, along Flemingate to the East, and Harrison Mews to the North and North-East. As such, this should be taken into consideration when assessing any future site use.

While the proposed development does not provide any overlooking / privacy issues, noise nuisance and light pollution should be considered. In terms of light, it has been established that there is sufficient light spill from existing street lighting to serve the site at night time.

To mitigate the risk of disturbance to nearby residential properties, the hours of operation are limited, as outlined in *Section 11* (below).

In general amenity terms, by bringing the site into this proposed use, the unsightly hoardings are being removed, and the general site presentation will therefore be greatly improved

8 Highway Safety, Access, and Parking

Access to and from the site is provided by an existing tarmac-surfaced vehicular access at the North of the Site from Harrison Mews, the main part of which provides access / egress for the Flemingate Centre's multistorey car park. Both this, and Plot J were factored into the access design and highways/traffic assessment process that fed in to the extant planning approval for the Flemingate Site, ERYC ref no12/01031/STPLF.

Taking the above into account, and given that the proposed car park capacity is quite modest (28 spaces), it is not expected that the development would have an adverse impact on the local road network.

Regarding the carpark design, please refer to Section 11 below.

Note that a pedestrian access point is provided at the North West corner of the site.

9 Biodiversity Net Gain and Ecology

The existing site comprises of an unmade 'yard'-type surface made up of gravel and crushed rubble, and as such has very low ecological value.

In technical terms, because the development does not impact an onsite priority habitat, and because the development impacts a) less than 25 square metres of onsite habitat that has biodiversity value greater than zero and b) less than 5 metres in length of onsite linear habitat, then it is felt that the "De minimis Exemption" does in this case apply.

While there is therefore not a technical requirement to demonstrate any particular Biodiversity Net Gain, the proposed development does provide a green margin which equates to approx. 13% of the site area. With the site currently comprised entirely of sterile areas of gravel and rubble, this means that an improvement in terms of Biodiversity can clearly be seen.

10 Flood Risk and Drainage

As these proposals are for a temporary use, the intention is to utilise a granular unbound surface for the car park in the form of granite chippings. This means that the surface will be at least as permeable as it is currently, resulting in no increase in run-off discharge. In effect, the site deals with its surface water via on-site infiltration, across the full site surface area.

The development site is located within Flood Zone 1 meaning it has a low probability of flooding from rivers and the sea. As the site area is less than 1 hectare (ha), it does not require that a Flood Risk Assessment should accompany this planning application.

11 Car Park Design and Use.

The proposal is for a temporary car park and as such the specification is designed to reflect this temporary use. After all, an enterprise must be viable, which means that the specification of a permanent car park cannot be delivered.

Instead, it is proposed that the existing unmade site surface will be levelled, and then a surface layer of granite chippings will be applied and compacted. Such a surface is permeable, and as such there is no accumulation of surface water run off to be diverted elsewhere, or to burden the local sewer system.

A timber knee rail will be erected to the full periphery of the site. A pedestrian access point is provided at the site's North-West corner. Reflective markers will be installed on the rails to indicate car parking spaces.

The car park layout is as indicated on the accompanying plans, and yields 28 car spaces. The layout has been designed so as to satisfy the requirements of the Sustainable Transport SPD, especially in terms of parking space dimensions and minimum aisle widths.

A green margin is proposed to the site's extremities as indicated on the attached plan, comprising of low level ground cover native shrubs interspersed with areas sown with a wildflower / grass seed mix.

The site is fairly modest in size and has several existing lamp posts to North, West, and South in close proximity (ie back edge of footpath) that provide sufficient light spill to adequately illuminate the car park during the hours of darkness.

The car park will be utilised principally for contract parking, with a permit system implemented for use by authorised parkers. The permit system will be operated by the management of the adjacent Flemingate Centre, with enforcement carried out by the centre's security contractor who are a member of the British Parking Association, and act fully in accordance with their own code of practice. The car park will operate 7 days a week between the hours of 06:00 hrs and 21:00 hrs. The gates will be locked and unlocked by the above-mentioned security contractor.

12 Conclusion

The application site, while enjoying the benefit of an existing / extant Planning Approval for mixed planning uses (with the site earmarked for an office building) as part of the Flemingate Centre development, has not yet been developed out due to lack of demand and the ever-increasing challenge of finding a commercially viable development option.

The application site has remained vacant for approximately 8 years since the Flemingate Centre was completed , and there is a need to provide a more structured approach to its use, improve its appearance, and release some of the site's commercial worth for the owner in the short term.

These proposals put forward a temporary use of this site as a car park for up to 5 years.

Impact on nearby residents will be minimal and the management measures that are proposed will mitigate against any risk of disturbance.

The proposal has no negative impact on any nearby heritage assets, and the general tidying and opening up of the site can be seen as betterment in this regard.

Impact on the local road network is predicted to be insignificant given that traffic generated by the use of this site has already been accounted for in the planning approval for the Flemingate Centre.

As such it is respectfully suggested that these proposals are supported by ERYC Development Management.

Appendix A - Flemingate Beckside Conservation Area Plan.

(With application site indicated)

