

Report for Resolution

Report to Planning Applications Committee
Date 18 August 2011
Report of Head of Planning Services
Subject 11/00861/U Former Eastern Electricity Board Site Duke Street Norwich

Item
5(4)

SUMMARY

Description:	Change of use of former private parking areas ancillary to the former Eastern Electricity offices to a temporary short/medium stay car park providing 93 spaces for a period of 24 months together with installation of 9 Sheffield type cycle stands.
Reason for consideration at Committee:	Objection
Recommendation:	Approve subject to conditions and for a temporary period until 16 March 2012.
Ward:	Mancroft
Contact Officer:	Mark Brown Senior Planning Officer 01603 212505
Valid Date:	13th May 2011
Applicant:	Highcourt Developments Ltd
Agent:	Highcourt Developments Ltd

INTRODUCTION

The Site

Location and Context

1. The application site is located immediately to the north of the city centre retail areas on land located between Duke Street and Westwick Street. The site is occupied by buildings which front on to the river and Duke Street. The southern boundary adjoins properties that front Charing Cross. The western boundary of the site abuts the boundaries of residential properties at Anchor Quay. The main point of access into the site is from Westwick Street with another point of egress onto Duke Street.
2. The centre of the site was a parking area associated with the previous use of the site by the Eastern Electricity Board. The buildings on the site have now been empty for some time and it is the central part of the site to which the application relates.
3. The site is located within the City Centre Conservation Area.

Planning History

4. **4/2000/0546** - Temporary use of site as short stay public car park (150 spaces) – Approved, 12 October 2000.
5. **4/2000/0545** - Conversion and part rebuilding of former office buildings to provide 82 residential flats, 12 town houses, change of use from offices to leisure club and restaurant, with associated access, car parking and landscaping (revised scheme) – Approved 04 September 2001.
6. **4/2001/0855** - Continued use of site as temporary short stay public car park – Approved 19 November 2001.
7. **4/2002/0941** - Continued use of site as temporary short stay public car park – Approved 10 October 2002.
8. **07/01226/F** - Demolition of existing buildings and erection of a mixed use development comprising Class A2/B1 offices, Class A3 Restaurants/Cafes, Class A4 Wine Bar, Class A1 retail floorspace, Class D1 Art Gallery, sculpture park and 24 residential dwellings together with underground car and cycle parking – Withdrawn 25 June 2008.
9. **08/00743/F** - Demolition of buildings and structures at Duke Street (excluding elements of Boardman buildings) and construction of A2/B1A offices, A3 restaurant/cafes, A1 retail floorspace, D1 Art Gallery and 16 residential dwellings comprising 5 No Townhouses and 11 No. Apartments with underground car and cycle parking – Approved 16 July 2009.
10. **09/00929/U** - Temporary use of former staff parking areas (150 spaces) at the former Eastern Electricity offices as a shoppers' car park over the Christmas period. The application was recommended by officers for approval for a temporary three month period subject to conditions. The application was subsequently refused by Planning Committee on 03 December 2009 for the following reasons:
 - .10.1. The use of the site as a temporary car park would undermine the transportation strategy for Norwich to promote a shift of modal choice from the car to walking, cycling and public transport and as such would be contrary to saved policies TRA3 and TRA24 of the adopted City of Norwich Replacement Local Plan, policies T1, T4 and T14 of the adopted East of England Plan, the Norwich Area Transport Strategy and the objectives of PPS1 and PPG13.
 - .10.2. The site is located adjacent to a key route through Norwich City Centre which currently suffers from congestion. It is considered by the Local Planning Authority that provision of further parking within this area would exacerbate the issue of congestion and have a negative impact on emissions and the local environment. The application is therefore considered to be contrary to saved policies TRA3 and TRA24 of the adopted City of Norwich Replacement Local Plan, policies T1 and T14 of the adopted East of England Plan and the objectives of PPS1 and PPG13 which seek to reduce congestion in urban areas and improve the quality of the local environment.

Equality and Diversity Issues

11. There are no significant equality or diversity issues.

The Proposal

12. The proposal is for the use of the site as a car park providing 93 short to medium stay public car parking spaces for a temporary period of 24 months and the installation of 9 cycle stands. The application includes details of the proposed layout and lighting arrangements.

13. The proposed hours of operation are 08:00 to 20:00 Monday to Saturday excluding Thursdays, 08:00 to 21:00 on Thursdays and 09:00 to 18:00 on Sundays.

14. It is proposed to utilise the existing access and egress points at the site with access and egress on Westwick Street and egress onto Duke Street.

15. The following tariff has been discussed and proposed by the applicant during the course of the application:

- 0-1 hour £1
- 0-2 hours £2
- 2-3 hours £3
- 3-4 hours £4
- 4-6 hours £8
- 6+ hours £12

Representations Received

16. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing.

17. 10 letters of representation have been received, 3 in support of the application, 3 making comments on the application and 4 objecting to the application. The letters of objection raise the issues as detailed in the table below:

Issues Raised	Response
Concern over existing volume, speed and pollution from traffic along Westwick Street and Dukes Street commenting that opening a further car park would increase the volume of traffic using these streets making the situation far worse to the detriment of pedestrian, and cyclist safety.	See paragraphs 22-32
The levels of traffic along Westwick Street and Duke Street along with the lack of cycling facilities force cycles onto the pavement to the detriment of pedestrian safety. The provision of cycle parking and car parking at the site will worsen the situation.	See paragraphs 22-32

The proposals would increase congestion along Westwick Street.	See paragraphs 22-32
Nothing has changed since the previous refusal and the reasons for refusal of application 09/00929/U still stand. There has been no increase in demand for parking and the increasing cost of motoring along with schemes such as the Dereham Roa BRT are likely to shift the balance of parking requirements in favour of park and ride.	See paragraphs 22-28
Additional parking is not needed.	See paragraphs 22-28
The application conflicts with the Councils policies to promote a shift to non car modes of transport.	See paragraphs 22-28
Refurbishment and occupation of the offices on the site would be favoured and would help site security.	See paragraphs 37 and 47
The proposals will invade privacy of nearby residential properties as a result of noise and potential crime or invasion of property.	See paragraphs 44-47
The proposal will dilute public revenue from car parking at a time when Councils have to make difficult budget decisions.	The issue of competition with Council owned car parks is not a material consideration must not influence any decision on the application.

18.3 letters neither specifically object to or support the application but make the comments as detailed in the table below:

Issues Raised	Response
There are broad policy issues with whether there is a need for further parking in the City and the need to promote other more sustainable modes of transport to avoid congestion and air quality in the City.	See paragraphs 22-28
There are local issues with the site becoming run down and subject to crime and vandalism over the past decade with a need for the site to be cleaned up, repaired, properly maintained and provided with proper security arrangements.	See paragraph 47
If the application is approved it should be subject to conditions requiring attention to site security and improved liaison between site operators and local residents	See paragraph 47
Whilst there is no objection to the principle the hours of opening are too long extending beyond retail opening	See paragraphs 46 and 27

hours and will be attractive to commuters who should not use the car park.	
Contrary to the application forms the site is within a flood zone, the site is occupied by a number of trees and hedges which harbour wildlife and it is not clear what constitutes a short to medium stay car park.	See paragraph 50
Whilst a short term temporary car park may acceptable, it would not be appropriate as a long term proposal and the site has great potential for a development that would enhance the City.	See paragraphs 33-43
As the site has become overgrown it has become gradually overtaken by nature with various forms of wildlife using the site. The trees shrubs and some buildings create shelter and need to be taken into account if cutting back is proposed.	See paragraph 51
Westwick Street can become very congested particularly at Christmas and during poor weather.	See paragraphs 22-32

19. Two letters of support have been received from nearby businesses one commenting that an increase in parking in the area would reduce congestion and queuing for St Andrews car park whilst bringing a redundant site back into use.

20. One letter of support from a neighbouring resident commenting that the additional security of a working site will be beneficial especially in the winter when site lighting would deter misuse. The letter suggests a barrier to prevent vehicles and pedestrians venturing to the boundary of the site with Anchor Quay.

Consultation Responses

21. **Norwich City Council Strategic Parking Manager** – I believe that additional temporary parking sites in this area of the city are unnecessary and will have a detrimental, rather than beneficial effect, for the following reasons:

- Applications for temporary sites such as this are opportunist and detract from the viability of operators in the area who have invested very heavily in parking assets to provide high levels of service and facilities which match the aspirations of the City. Temporary sites are not likely to meet the aspirations of the City and should only be considered where there is a significant shortage of parking capacity in that vicinity/locality;
- Parking capacity available in this area of the City is more than capable of meeting the needs of visitors and shoppers with spaces available at Barn Road, Westwick Street, St Giles and St Andrews car parks;
- I understand that the access and transportation statement notes that the impact of traffic to the site will be no different to that which was the case when the site was a car park for the use of the former EEB site. This is unlikely to be the case as the high turnover of short stay users will be likely to be greater

- than the volume of traffic using the site when it was a business;
- Any traffic accessing this site will have had to pass both Barn Road and Westwick Street car parks where there is spare capacity. This means unnecessary additional traffic travelling along Westwick Street to access the site.

My view therefore is that any new car park on this site is unnecessary and detrimental to the area, and should be refused.

ASSESSMENT OF PLANNING CONSIDERATIONS

Relevant Planning Policies

Relevant National Planning Policies

PPS1 – Delivering Sustainable Development
PPS1 Annex – Planning and Climate Change
PPS4 – Planning for Sustainable Economic Growth
PPS5 – Planning for the Historic Environment
PPG13 – Transport
PPG24 – Planning and Noise
PPS25 – Flood Risk

Relevant policies of the adopted East of England Plan Regional Spatial Strategy 2008

ENV7 – Quality in the Built Environment
T1 – Regional Transport Strategy Objectives and Outcomes
T2 – Changing Travel Behaviour
T4 – Urban Transport
T14 – Parking

Relevant policies of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011

Policy 1 – Addressing Climate Change and Protection Environmental Assets
Policy 2 – Promoting Good Design
Policy 5 – The Economy
Policy 6 – Access and Transportation
Policy 11 – Norwich City Centre

Relevant saved policies of the adopted City of Norwich Replacement Local Plan 2004

HBE8 – Development in Conservation Areas
EP22 – Amenity
HOU10 A21 – Sites for conversion of buildings to housing use or redevelopment
TRA3 – Modal shift measures in support of Norwich Area Transportation Strategy (NATS)
TRA21 – Public off street parking and tariff levels
TRA24 – City Centre Strategy

Other Material Considerations

Norwich City Centre Conservation Area Appraisal (September 2007)
The Norwich Area Transportation Strategy (2006)
Written Ministerial Statement: 23 March 2011: Planning for Growth Support of enterprise and sustainable development.

Parking Policy

22. The Norwich Area Transportation Strategy (NATS) was reviewed in 2004 and is a joint strategy between Norwich City Council, Norfolk County Council, Broadland and South Norfolk District Councils. The strategy provides the detailed policy background to transport within the Norwich Area. The strategy seeks to cater for growth in travel demand, whilst maintaining or improving the quality of the built environment and supporting the economic growth of the area by accommodating the growth in demand for trips by means other than by car.
23. NATS gives considerable emphasis to measures to promote a shift of modal choice from the car to walking, cycling and public transport. NATS policies 8 and 32 seek to improve accessibility by accommodating growth by means other than the car and state that parking provision in the City Centre will be limited to the replacement of existing provision.
24. Saved local plan policy TRA3, JCS policies 6 and 11 and East of England Plan policy T2 support the improvement of the bus, cycle and pedestrian network in line with the objectives of NATS although non of these policies specifically detail measures to control the demand for the private car or for a limit on parking.
25. PPG13 identifies parking policies as a method to reduce reliance on the car for work and other journeys. Following amendments to PPG13 in January 2011 the emphasis is now on local policies to identify parking standards and charges and the reference to using parking charges to encourage other modes of transport has been deleted. The draft national planning framework has been published for consultation and although rationalised takes a similar approach to the recently amended PPG13.
26. As detailed above NATS policy 32 details that parking provision in the City Centre will be limited to the replacement of existing provision. Saved local plan policy goes into more detail on this matter and restricts public parking to 1995 levels, more specifically 10,002 spaces. Having recently reviewed car parking levels in the City centre it is estimated that there are currently 9,901 spaces leaving 101 spaces and since this review it is understood that a further 271 spaces have closed at Anglia Square due to structural issues at the Anglia Square multi-storey car park. As such the granting of consent for 93 spaces at Dukes Wharf would not result in an increase in public parking provision within the City Centre over 1995 levels.
27. In terms of tariff levels saved local plan policy TRA21 and policy T14 of the East of England Plan promote tariffs which favour short-medium stay users in order to deter commuters and support the retail and leisure functions of the City Centre. Commuting causes peak hour traffic congestion, and should be accommodated within the urban area by public transport, walking and cycling, and outside the urban areas through the provision of long-stay parking at 'Park and Ride' sites. In discussions with the applicant a tariff has been proposed and is detailed at paragraph 15 above. The tariff proposed is fairly consistent with other short stay car parks in the City Centre such as Castle Mall and Chapelfield and can be enforced via a condition on any approval.
28. Given the above it is considered that the proposals are in line with the main parking policies namely saved local plan policies TRA3 and TRA21, JCS policies 6 and 11

and East of England Plan policies T2 and T14. Given the contents of these policies it is considered that it would be extremely difficult to defend a reason for refusal that suggests that the proposals would undermine the transport strategy for the City.

Congestion & Air Pollution

29. Concern has been raised in relation to congestion in the area and was a reason for refusal on the 2009 application. In this regard saved policy TRA24 seeks to reduce the intrusion of motor vehicles, with particular regard to noise pollution and air quality. A transport statement has been submitted with the application in order to seek to address a number of these issues. This outlines that there is an established use of the site as a car park associated with the offices at the site arguing that the proposed use would have no greater affect than the previous use of the site. The report also highlights that the consent granted for the redevelopment of the site 08/00743/F allowed for a 93 space car park on the site and the transport assessment submitted with that approved application identified no negative impact on the highway network. The report goes on to state that peak hour trip generation from the proposed public car park would be less than the peak hour trip generation under the approved scheme.
30. Both the existing site as offices with associated parking (although currently unoccupied) and the approved predominantly office based redevelopment scheme for the site include parking of equivalent or greater numbers to the proposed public car parking. This is considered to be material to the current decision, although the particular characteristic of parking associated with offices and short-medium stay public parking will differ. Parking associated with offices will generally result in the majority of movements during the morning and afternoon peaks (8:00-9:00 and 17:00 to 18:00 respectively). Public parking restricted to a short stay tariff (and therefore deterring commuters) has the potential to generate more traffic movements in total however these movements are likely to be dispersed over a longer period with fewer movements during peak hours when congestion is greatest on the adjacent highway network.
31. It is considered that the proposals have the potential to generate further traffic movements compared to the previous and approved uses, however on the basis of a short term tariff these movements would not be likely to occur during peak hours when congestion is at its highest in the area. On this basis and given the previous and approved uses it is not considered that a refusal on the grounds of congestion could be upheld.
32. With reference to emissions and air quality it should be noted that the site is not in an air quality management area. An air quality impact assessment was undertaken for the approved redevelopment scheme which included a 93 space car park which identified that whilst there may be some small increases in nitrogen dioxide and particle matter these would still be some way below the limit values per annum set in the Air Quality Standards Regulations of $40\mu\text{g}/\text{m}^3$. The scenarios set out in the assessment identified levels of between $20\text{-}26\mu\text{g}/\text{m}^3$.

Site Specific Policy

33. The site is an allocated site under saved local plan policy HOU10. The site also has consent for mixed use redevelopment, granted in 2009 under application number 08/00743/F. The consent for redevelopment expires in 11 months time on 16 July 2012.

34. The granting of consent for a car park on a permanent basis would be considered contrary to the allocation of the site for mixed use development and would be considered to delay and prejudice the redevelopment of the site. This is on the basis that it would introduce a long term income from the site at minimal cost, increasing the existing land value of the site and therefore making any redevelopment less viable.
35. A key issue for consideration is if a temporary consent would delay and or prejudice the more comprehensive redevelopment of the site. The initial application submitted proposed a two year temporary consent for parking. This has been suggested by the applicant on the basis that the existing consent for the site is unviable and that they are in the process considering alternatives to the redevelopment of the site which would take at least 24 months to be implemented. It is argued that the car parking would provide some interim income from the site to aid more comprehensive redevelopment.
36. There is clearly a contrary argument to this case that granting a temporary consent for car parking will introduce a short term income which delays the redevelopment of the site, the point at which a redevelopment scheme would become viable or indeed the sale of the site to a third party for redevelopment. There also would need to be a very clear basis on which to grant a temporary consent in order to avoid a situation where the Council has little choice other than to grant a renewal in 24 months time.
37. Given the above the applicant has been invited to provide further information on how comprehensive redevelopment would be taken forward and what the timetable would be. In response the applicant has outlined proposals for refurbishment of existing buildings back into commercial use. It is suggested that the first phase would occur over the next 3 months and involve the sale of the Boardman building for the offices of a local business and the internal refurbishment and occupation of the central building by RCP. A second phase would involve a more substantial refurbishment of the other buildings on the site including new facades and the reconfiguration of the central parking areas including the provision of some public spaces in the centre of the site. It is suggested that this would take 24 months to implement. The applicant has advised that they are in the process of drawing up a master plan which would enable pre-application discussions with a view to the submission of a formal application in Spring 2012.
38. The additional supporting document comments that the applicant considers the proposals are in line with the provisions of circular 11/95 which gives guidance on conditions and specifically temporary consents. The document also comments that the proposals have other benefits of bringing the site back into economic use which would aid redevelopment and should also improve site security. The document goes on to suggest that a 12 month temporary consent could be granted with an option to renew. Giving the Council the option to decline to renew if sufficient progress towards redevelopment plans has not been made.
39. The above raises a number of matters which need consideration. Firstly the existing consent for redevelopment expires in less than twelve months. The applicant argues that this is unviable and although we have no firm evidence of this, it is highly likely to be the case given the current climate and levels of vacant office space in the City centre.

40. The Council has no ability to ensure any of the suggested progress towards redevelopment takes place or that the car parking helps to fund redevelopment as suggested by the applicant. However granting a temporary consent for a shorter period could enable the Council to reconsider the situation under an application to renew the consent. This would allow progress towards more comprehensive redevelopment to be reviewed in due course and on the basis of this determine if the car park is prejudicing or delaying more comprehensive redevelopment.

41. Circular 11/95 provides advice on temporary consents for short term uses and advises the following:

Where a proposal relates to a building or use which the applicant is expected to retain or continue only for a limited period, whether because they have specifically volunteered that intention, or because it is expected that the planning circumstances will change in a particular way at the end of that period, then a temporary permission may be justified. For example, permission might reasonably be granted on an application for the erection of a temporary building to last seven years on land which will be required for road improvements eight or more years hence, although an application to erect a permanent building on the land would normally be refused.

42. In this case the only planning circumstance which is likely to change is the ability to implement redevelopment proposals on the site and this is something which is extremely difficult to quantify or place a timescale on, unlike the example in circular 11/95. It is considered that there is not necessarily anything preventing active progress towards redevelopment of the site. However, if it is accepted that the scheme which has been granted consent is not viable then there would clearly be a reasonable timescale involved in preparing revised proposals, going through the pre-application and formal application process and subject to permission being granted subsequently implementing the scheme. The applicant has suggested a very broad timescale for this.

43. It is also relevant to consider the promotion of some form of economic activity on the site during the interim. In this respect the applicant has referred to the draft national planning framework and its presumption in favour of sustainable development and the significant amount of weight which should be given to economic growth. Whilst it is considered that draft national planning framework can be given relatively little weight at its current stage, these matters in more general terms are certainly material to the determination and can be given reasonable weight in any decision.

Amenity & Security

44. The proposal relates to areas to the east of the access point on Westwick street and do not include areas of hard surfacing to the west of the site around the warehouse and adjacent to the boundary of Anchor Quay properties. It is suggested that further details be conditioned on how public access will be restricted to this area.

45. Lighting is proposed from existing refurbished lighting and one proposed new lighting column in the centre of the site. In the past diesel generators have been used on the site causing some disturbance to nearby residents in the form of noise and fumes. It is recommended that any consent be granted subject to lighting being limited to that proposed in the application with no other lighting, lights being

directed away from the western boundary of the site and only being used during the hours of use of the car park.

46. The proposed opening hours are detailed at paragraph 13 above. These hours are not considered to be excessive and are considered to relate appropriately to retail and leisure activities in the City Centre whilst allowing some time for people to leave the site. It is recommended that these hours be a condition of any approval.
47. There have been concerns raised about site security, most of these appear to be more general, relating to previous anti-social use of the site and not necessarily relating to the specific use of the site as a car park. In relation to the use of the site as a car park, it is not considered that this is likely to result in further significant security issues in its self. It is considered more likely that the public use of the site would aid surveillance and prevent anti-social behaviour within the site.

Impact on the Conservation Area

48. The site is located within the City Centre Conservation Area. The site is however very well screened by buildings on all sides. The proposed car park can only be glimpsed from certain points at the sites access. It is therefore not considered that the proposals would have a negative impact on the City Centre Conservation Area.

Site Layout

49. The application has been submitted with a detailed layout plan for the positioning of the 93 spaces including the location of five disabled spaces and 9 cycle racks in two locations close to the site entrances. In order to ensure the appropriate layout and operation of the site it is recommended that any consent is subject to a condition requiring the layout and lining of the site in accordance with this plan.

Flood Risk

50. The level 2 strategic flood risk assessment for Norwich identifies that parts of the former east electricity board site in particular the west of the site and the buildings along the river to the north are within flood zone 2. The application site is restricted to the central hard standings and does not include the buildings to the north or the warehouse and hard standing to the west. The majority of the application site is therefore outside flood zone 2 with the possible exception of a small area to the north adjacent to the office buildings. Given that the proposals are for a change of use which is not considered to increase the vulnerability of the site and does not include any internal habitable rooms or increases in hard surfacing the proposals are considered to be acceptable and no detailed floor risk assessment is required in line with PPS25 and Environment Agency advice.

Trees and Shrubs

51. As detailed above the application relates to the areas of hard standing to the centre and east of the site only. It is suggested that any weeds are removed from these areas. The areas of planting located along the western boundary with Anchor Quay and along Westwick Street are located outside the application boundary and no works are proposed within the application to these areas.

Conclusions

52. Saved local plan policy TRA3, JCS policies 6 and 11 and East of England Plan policy T2 support the improvement of the bus, cycle and pedestrian networks

although none of these specifically detail measures to control the demand for the private car or for a limit on parking. The relevant policies in terms of the restriction of parking are saved local plan policy TRA21, East of England Plan policy T14 and NATS policy 32 which seek to maintain parking levels at 1995 levels and ensure any new provision is on the basis of a short-medium stay tariff. The proposals would not increase parking beyond 1995 levels and a short-medium stay tariff has been proposed and can form a condition of any consent.

53. In terms of traffic movements it is considered that the proposals have the potential to generate further movements compared to the previous and approved uses, however on the basis of a short term tariff these movements would not be likely to occur during peak hours when congestion is at its highest in the area. On this basis and given the previous and approved uses it is not considered that a refusal on the grounds of congestion could be upheld.
54. Matters of site layout, amenity, security, flood risk, impact on trees and shrubs and the impact on the conservation area have been considered and subject to conditions it is not considered that the proposals would have any detrimental impact.
55. The main issue to consider in this case is whether the proposals would prejudice or delay the objectives of the development plan for more comprehensive redevelopment of the site. This is discussed at length at paragraphs 33-43 above. If it is accepted that the existing scheme is not likely to be viable in the current market, given that the proposals conform with other policy and material considerations it is considered appropriate to allow a temporary use which will bring part of the site back into economic use whilst alternative proposals are being prepared. However given that the Council has no ability to ensure any of the suggested progress towards redevelopment takes place or that the car parking helps to fund redevelopment as suggested by the applicant, it is considered that the only way to ensure that such a temporary consent does not delay redevelopment proposals is to grant a shorter period and review the progress made under a resubmitted application to renew the permission in due course. Clearly if no progress has been made the Council at this point will be in a position to reconsider if the temporary car park has delayed more comprehensive redevelopment.
56. A 12 month period has been suggested by the applicant, however this is considered to be too long a period to allow such a trial period and does not appear to relate to any timescales suggested. It is recommended that the consent be granted subject to conditions and on a temporary basis for approximately seven months until 16 March 2012. This will allow time for any pre-commencement conditions to be discharged and for a reasonable period of operation with time after the Christmas period for the applicant to prepare a resubmission and for this to be considered by the Local Planning Authority prior to the expiry date. This will allow a period for the applicants to begin to implement the first phase of their wider proposals for the site and enter into pre-application discussions relating to the later phases of their proposals. Should such a resubmission be refused it also allows four months prior to the expiry of the existing consent for redevelopment.
57. On the basis of the above it is recommended that the application be approved subject to the conditions listed below and on a temporary basis until 16 March 2012.

RECOMMENDATIONS

To approve Application No (11/00861/U Former Eastern Electricity Board Site Duke Street Norwich) and grant planning permission, subject to the following conditions (summarised):-

1. The permission shall expire on 16 March 2012 and unless on or before that date application is made for an extension of the period of permission and such application is approved by the Local Planning Authority the use hereby permitted shall be discontinued;
2. The car park to be used as a public pay and display car park only and shall operate the following tariff:
 - a. 0-1 hour £1
 - b. 0-2 hours £2
 - c. 2-3 hours £3
 - d. 3-4 hours £4
 - e. 4-6 hours £8
 - f. 6+ hours £12
3. Hours of use restricted to 08:00 to 20:00 on Mondays, Tuesdays, Wednesdays, Fridays and Saturdays, 08:00 to 21:00 on Thursdays and 09:00 to 18:00 on Sundays;
4. Lighting to accord with the details provided within the lighting layout plan, lighting shall be directed away from the western boundary of the site and shall only be operational when the car park is in use. No other lighting or mobile lighting shall be erected on the site;
5. The use shall not commence until details to prevent public access and parking adjacent to the application site to the west have been submitted, agreed and implemented. Details to include any boundary treatments and signage;
6. The use shall not commence until the site has been laid in full accordance with the layout plan. The parking bays and non-parking areas shall be clearly lined out in accordance with the layout plan.

(Reasons for approval: The decision has been made with regard to policies ENV7, T1, T2, T4 and T14 of the adopted East of England Plan (May 2008), policies 1, 2, 5, 6 and 11 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk (March 2011) saved policies HBE8, EP22, HOU10, TRA3, TRA21 and TRA24 of the adopted City of Norwich Replacement Local Plan (November 2004), PPS1, PPS4, PPS5, PPG13, PPG24, PPS25 and other material considerations.

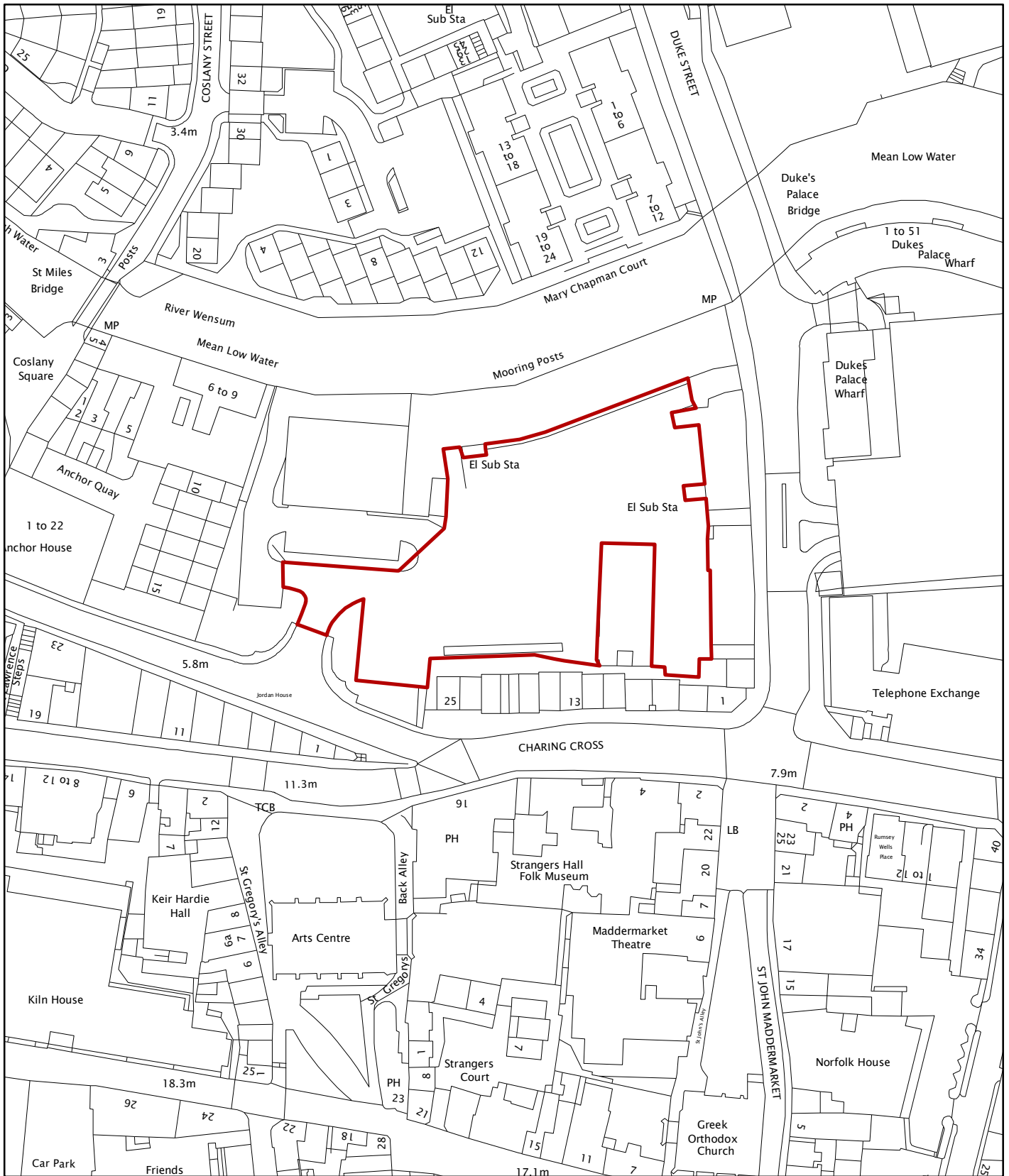
Saved local plan policy TRA3, JCS policies 6 and 11 and East of England Plan policy T2 support the improvement of the bus, cycle and pedestrian networks although none of these specifically detail measures to control the demand for the private car or for a limit on parking. The relevant policies in terms of the restriction of parking are saved local plan policy TRA21, East of England Plan policy T14 and NATS policy 32 which seek to maintain parking levels at 1995 levels and ensure any new provision is on the basis of a short-medium stay tariff. The proposals would not increase parking beyond 1995 levels and a short-medium stay tariff has been proposed and is conditioned.

The proposals have the potential to generate further movements compared to the previous and approved uses, however on the basis of a short-medium stay tariff these movements would not be likely to occur during peak hours when congestion is at its highest in the area.

Matters of site layout, amenity, security, flood risk, impact on trees and shrubs and the

impact on the conservation area have been considered and subject to conditions it is not considered that the proposals would have any detrimental impact.

The main issue to consider in this case is whether the proposals would prejudice or delay the objectives of the development plan for more comprehensive redevelopment of the site. On the basis that the existing scheme is not likely to be viable in the current market, given that the proposals conform with other policy and material considerations it is considered appropriate to allow a temporary use which will bring part of the site back into economic use whilst alternative proposals are being prepared. The temporary consent until 16 March 2012 will ensure that the permission does not delay or prejudice redevelopment and will allow the Local Planning Authority to review the situation and progress towards redevelopment in due course under any application to renew the consent.)



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Planning Application No 11/00861/U
 Site Address Former Electricity Board Site, Duke Street, Norwich
 Scale 1:1,250



NORWICH
 City Council
 PLANNING SERVICES



KEY



DISABLED PARKING BAYS



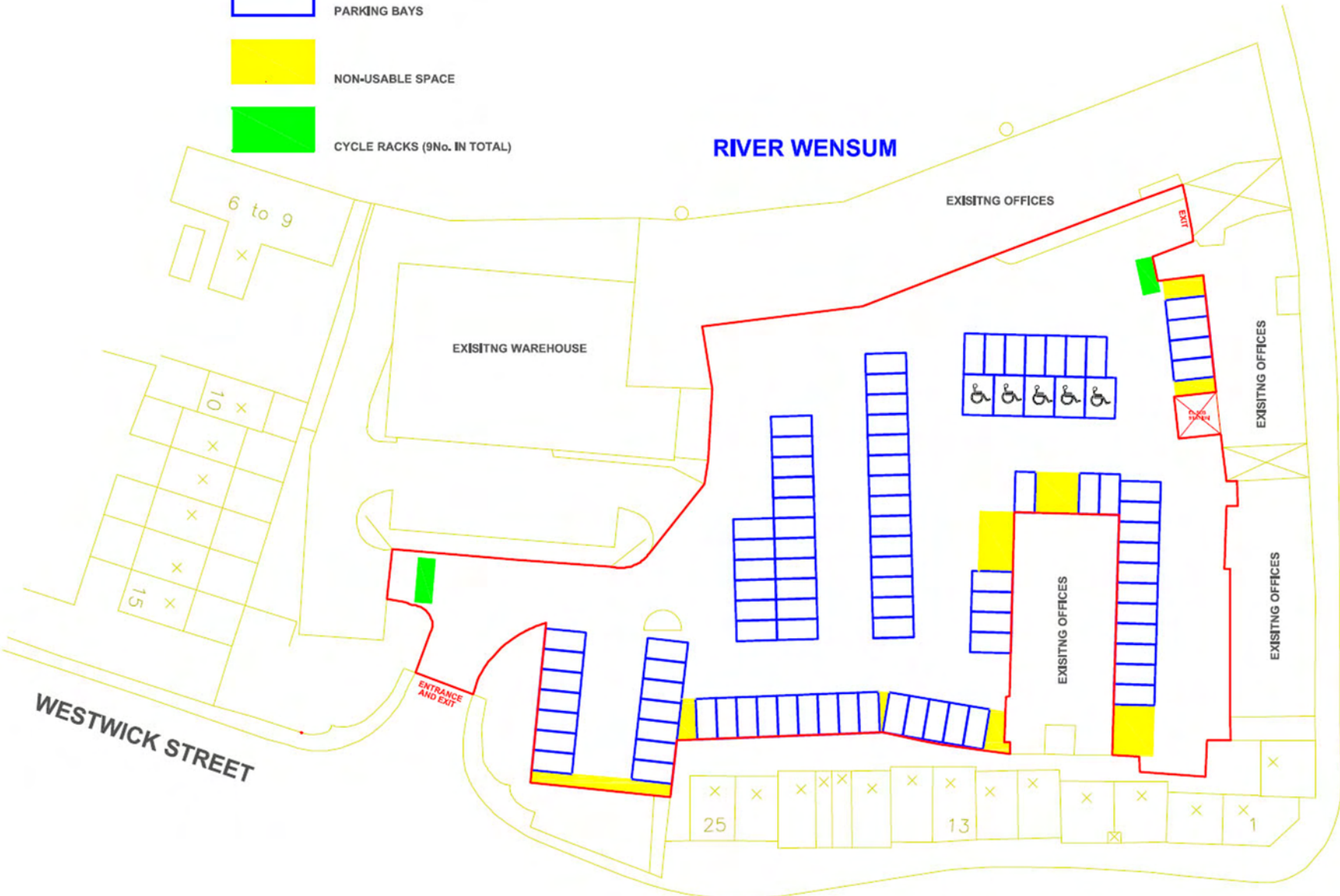
PARKING BAYS



NON-USABLE SPACE



CYCLE RACKS (9No. IN TOTAL)



Notes

Date Revision

Drawing No. DW/TCP-002

Address, DUKES WHARF
NORWICH
NR3 3AJ

Title, PROPOSED CAR PARK LAYOUT PLAN

Client, HIGHCOURT DEVELOPMENTS LIMITED

Date, JULY 2011	Drawn by, RJW	Chkd by,
File No.,	Scale, 1:500	

