



NORWICH City Council

Committee name: Planning applications

Committee date: 11/04/2024

Report title: Application no 24/00176/F Eaton Hand Car Wash,
Ipswich Road, Norwich, NR4 6QS

Report from: Head of planning and regulatory services

OPEN PUBLIC ITEM

Purpose:

To determine:

Application no: 24/00176/F

Site Address: Eaton Hand Car Wash Ipswich Road Norwich NR4
6QS

Decision due by: 18/04/2024

Proposal: Erection of vehicle rental premises

Key considerations: Principle of development; Design; Amenity; Transport;
Flood Risk; Trees; Biodiversity; Contamination

Ward: Eaton

Case Officer: Nyasha Dzwowa

Applicant/agent: Mr Sharp

Reason at Committee: Objections

Recommendation: It is recommended to approve the application for the reasons given in the report and subject to the planning conditions set out in paragraph 122 of this report, and grant planning permission.

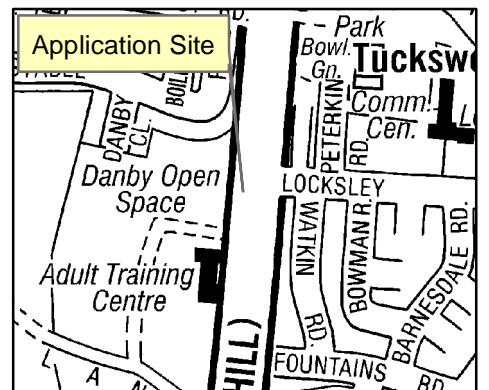


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Planning Application No 24/00176
 Site Address Eaton Hand Car Wash
 Ipswich Road
 Scale 1:500



NORWICH
City Council
 PLANNING SERVICES



The site and surroundings

1. This site is located on Ipswich Road, also referred to as A140 and A1056. Ipswich Road serves as the primary route to Norwich town centre and the Norwich Southern Bypass. The site is surrounded by predominantly residential properties to the east and north. To the west and south, it is adjacent to Danby Close children's playground and Danby Wood. The sole neighbouring building adjacent to the site is the Ipswich Road Community Hub, which is presently closed. Within the same building, Equal Brewery continues to operate. Despite its substantial size, this neighbouring building is concealed behind dense vegetation that envelops the proposed site.
2. The site varies in ground level on its west and south sides and is enclosed by dense vegetation along its boundary. This vegetation provides a significant level of privacy and allows the site to blend harmoniously with its surroundings. There is an entrance to Danby Wood located to the south of the plot, directly accessible from Ipswich Road. Currently, only half of the site is utilised by a small business that offers car wash services. The used portion of the site includes a large canopy, two storage containers, and a few parking spaces. The surface of this area is paved with various hard flooring materials, such as tarmac, asphalt, and standard pathways. The unused portion of the site consists mainly of vegetation, separated by a significant difference in levelling and a brick wall. The site operates with an in-and-out system, allowing access directly from Ipswich Road in the southeast and exit to the northeast.

Constraints

3. There are historic parks and gardens adjacent to the site on the west.
4. There is a county wildlife site and local nature reserve south west of the site.
5. Tree Protection Order 112 at the entrance.
6. Along Ipswich Road outside of the site there is a risk of flooding from surface water.

Relevant Planning History

7. The records held by the city council show the following planning history for the site.

Case no	Proposal	Decision	Date
4/1994/0857	Illuminated forecourt signage, manolith and fascia.	INSFEE	01/11/1994
4/1995/0797	Construction of jet wash, vacuum unit and air/water Units.	REF	30/10/1995
4/1995/0798	Internally illuminated signs for jet wash, vacuum and air/water units.	REF	26/10/1995
4/1996/0418	Installation of 25,000 litre diesel tank.	APCON	08/07/1996
4/1996/0556	Condition 2: details of full structural details of tank, its surround, associated	APPR	18/10/1996

Case no	Proposal	Decision	Date
	pipework and monitoring system for previous permission 4960418/F "Installation of 25,000 litre diesel tank".		
4/1997/0007	Internally illuminated price/facility sign to be incorporated on existing identification sign.	TEMP	16/01/1997
4/1997/0326	Installation of 16 no. collection boxes.	APCON	06/06/1997
06/00935/F	Construction of conveyor car wash facility and vacuum bays and alteration to access.	APPR	17/11/2006
06/01238/A	Internally Illuminated fascia signs.	APPR	02/02/2007
10/02187/F	Change of use to vehicle washing facility and site portable building.	APPR	16/03/2011
11/00685/D	Details of Condition 4: foul and surface water drainage of previous permission 10/02187/F 'Change of use to vehicle washing facility and site portable building.'	APPR	08/09/2011
16/00290/F	Retain use of land as vehicle hand washing facility and retain portable buildings.	APPR	16/09/2016
16/01667/VC	Removal of Conditions 2 and 3 from previous permission 16/00290/F	REF	06/01/2017
17/00292/D	Details of Condition 2: Boundary treatments and Condition 3: Arboricultural Impact and Method Statement of previous permission 16/00290/F	APPR	19/04/2017
20/00703/F	Change of use of land rear of car wash to overflow car park.	REF	14/09/2020

The Proposal

8. To better utilise the site which is half unoccupied by erecting a vehicle rental premises. The proposed vehicle rental will include erecting a rental office which will have an area of 68.3 square metres. The site would accommodate a total of 19 vehicles to be kept on site. The vehicle rental aspect of the business will be operating along with the car wash which is the existing use of the site.
9. The proposed vehicle parking arrangement will include provision for 6 long stay car parking bays. 13 informal parking storage bays. 2 disabled parking bays will be provided at the front of the rental office, these will be used for vehicle drop offs and pick ups. A total of 6 electrical vehicle charging points will be provided. 2 Sheffield stands will be installed for storing bicycles.

10. The proposed works will also include landscaping to the site which will include new boundary hedgerow, planting of 5 trees, ground surfacing, changes to the access and removal of one tree.

Summary of Proposal – Key facts:

11. The key facts of the proposal is summarised in the tables below:

Operation	Key Facts
Opening hours	Monday – Friday 8am – 5pm Saturday 9am – 1pm Sunday 10am-1pm
Ancillary plant and equipment	2 air conditioning units

Transport Matters	Key Facts
Vehicular access	Separate entrance and exit from Ipswich Road
No of car parking spaces	19
No of cycle parking spaces	2

Representations

12. Adjacent and neighbouring properties have been notified in writing. 2 letters of representation have been received citing the issues as summarised in the table below:

Issues raised	Response
Opening hours of the car rental are unclear	See main issue 3
Additional light in car parking area and illuminated signage would have an impact on residential properties and wildlife	See main issue 3
The proposal will generate vehicle noise and have an adverse impact on the buffer from Ipswich Road	See main issue 4
Increased traffic to the area	See main issue 4
Car parking provision for people renting vehicles	See main issue 4
Extra cars in the area will increase pollution	See main issue 4
The proposal increases dependency on car use	See main issue 4
Increase the floodrisk to the area	See main issue 5
Impact on the appearance and enjoyment of the public open space	See main issue 6
Removing trees reduces the sites ability to store carbon, ability to cool temperatures in warmer weather and	See main issue 6

Issues raised	Response
reduce biodiversity	
The proposal will destroy an area of semi natural habitat which does not align with Norwich's Biodiversity Strategy	See main issue 7
The car rental will attract crime which will impact local residents	Other matters
A food outlet has been seen on site operating till 9pm. Residents have not been notified of this.	Other matters

Consultation responses

13. Consultation responses are summarised below the full responses are available to view at <http://planning.norwich.gov.uk/online-applications/> by entering the application number.

Statutory and non-statutory consultees

Environmental Protection (Norwich City Council)

14. I have reviewed the details of this application and have the following conditions to add: restricted operating hours; details of lighting; contaminated land.

Highways (local highways authority) (Norfolk County Council)

15. It is understood that historically this was a petrol filling station, since demolished, hence the provision of two points of vehicular access to the site. The site has operated as a hand car wash for several years and now wishes to supplement that use with a vehicle rental premises and associated car parking area to the rear to store rental vehicles and for other parking purposes.
16. The Ipswich Road (A140) is a primary radial route, it has a 30mph speed limit, is street lit and has footway provision either side, it has a pedestrian crossing refuge near and is served by frequent bus routes to the city centre from the county. There is adequate visibility from both points of access in both directions and there is no recorded injury accident history near to the site.
17. As proposed the site would continue to operate as a hand car wash and have the points of access signed as IN and OUT, the site layout plan indicates there would be capacity for around 10 cars on the car wash site. Traffic circulation markings will facilitate safe and efficient movement of vehicles associated with the car was and with vehicles leaving the car rental business.
18. For the car rental use there would be small cabin office and space for two access car spaces in front and 2 cycle stands for staff or customers. The vehicular ingress from Ipswich Road would have signs indicating where vehicles for the car rental and car wash need to proceed to. To the rear of the car rental office would be a ramp down to a rear private car parking area with capacity for 19 vehicles, the gradient and surface materials are considered adequate. There would be a turning space suitable for cars/vans to turn around and exit the car park in a forward gear. It is proposed to slightly widen the ingress to the site from Ipswich Road to facilitate ease of movement, this work will need to be carried out by a streetworks contractor.

19. Given the extant operation of the car wash and the small scale of the car rental and new car park, and the provision of suitable means of vehicular access in and out of the site and internal circulation measures, it is not considered there are sufficient grounds to justify a highway objection.
20. I am able to comment that in relation to highways issues only, as this proposal does not affect the current traffic patterns or the free flow of traffic, that Norfolk County Council does not wish to restrict the grant of consent. Should your Authority be minded to approve the application I would be grateful for the inclusion of the following conditions and informative notes on any consent notice issued;-
21. SHC 09 amended.
22. Prior to the commencement of the car rental use hereby permitted the vehicular access indicated for improvement on Drawing No.23/20/04 Rev B shall be widened in accordance with the Norfolk County Council 'light commercial' access construction specification details to be agreed in writing by the Local Planning Authority. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.
23. Reason: To ensure construction of a satisfactory access and to avoid carriage of extraneous material or surface water from or onto the highway in the interests of highway safety and traffic movement.
24. SHC 11 amended
25. Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order (2015), (or any Order revoking, amending or re-enacting that Order) no gates/bollard/chain/other means of obstruction shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.
26. Reason: In the interests of highway safety.
27. SHC 21 amended
28. Prior to the first use of the development hereby permitted the proposed access/on-site car and cycle parking/servicing/loading/unloading/turning/waiting area and traffic circulation markings and IN/OUT signage shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
29. Reason: To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety.
30. Inf. 2
31. This development involves works within the public highway that can only be carried out by Norfolk County Council as Highway Authority unless otherwise agreed in writing.
32. It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway

Authority. Please note that it is the Applicants' responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council. Advice on this matter can be obtained from the County Council's Highway Development Management Group. Please contact developer.services@norfolk.gov.uk

33. If required, street furniture will need to be repositioned at the Applicants own expense.

34. Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.

Tree Protection Officer (Norwich City Council)

35. No objections from an arboricultural perspective. Condition TR7 -works on site in accordance with AIA/AMS/TPP, would be appropriate.

Assessment of Planning Considerations

Relevant Development Plan Policies

36. **Greater Norwich Local Plan for Broadland, Norwich and South Norfolk adopted March 2024 (GNLP)**

- GNLP 2 Sustainable Communities
- GNLP3 Environmental Protection and Enhancement
- GNLP4 Strategic Infrastructure
- GNLP6 Economy (including retail)

37. **Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)**

- DM1 Achieving and delivering sustainable development
- DM2 Ensuring satisfactory living and working conditions
- DM3 Delivering high quality design
- DM5 Planning effectively for flood resilience
- DM6 Protecting and enhancing the natural environment
- DM7 Trees and development
- DM8 Planning effectively for open space and recreation
- DM11 Protecting against environmental hazards
- DM16 Supporting the needs of business
- DM17 Supporting small business
- DM30 Access and highway safety
- DM31 Car parking and servicing

Other material considerations

38. **Relevant sections of the National Planning Policy Framework 2023 (NPPF):**

- NPPF2 Achieving sustainable development
- NPPF4 Decision-making
- NPPF11 Making effective use of land
- NPPF12 Achieving well-designed places
- NPPF14 Meeting the challenge of climate change, flooding and coastal change

Case Assessment

39. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan policies are detailed above. Material considerations include policies in the National Planning Policy Framework (NPPF), the council's standing duties, other policy documents and guidance detailed above, and any other matters referred to specifically in the assessment below. The following paragraphs provide an assessment of the main planning issues in this case against relevant policies and material considerations.

Main Issue 1. Principle of development

40. Key policies and NPPF paragraphs – DM1, DM16, DM17, GNLP3 GNLP4, NPPF section 11.
41. The aim of policy DM1 is to promote sustainable development and reduce the reliance on private car. The policy also seeks to support businesses whilst enabling a balanced growth which does not have a harmful impact on the natural environment or increase the effects of climate change.
42. The application proposes to create a new vehicle rental business. The site is located outside of the city centre and other defined centres or destinations. The proposal is said to be in response to the needs of the local area and the desire to better utilise the site by growing the businesses through introducing a new service for vehicle rental which is complementary to the existing car washing business.
43. The site itself is large and mostly unused as the car wash only has several small structures on the site leaving the majority of the land unoccupied therefore providing ample space for vehicles to park and wait whilst others are being serviced. The proposal would be intensifying the use of the land by providing an additional service and will likely increase the vehicle movements on the site. The use of the site is considered to likely increase the use of private vehicles as some customers may drive to the site and leave their vehicle at the site to use an alternative hired vehicle which would likely increase parking pressure within the site.
44. The site is located 1.5 miles from the city centre which is approximately 30 minutes walk. Ipswich Road (A140) is a bus route served by several bus services into the city centre. Therefore customers would be able to sustainably access the site from the city centre.

45. The proposal includes provision of two cycle stands and 6 electrical vehicle charging stations which further promotes sustainability.
46. The proposal for a vehicle rental centre outside of the city centre is acceptable in principle as the use is an extension of the existing business.

Main Issue 2. Design

47. Key policies and NPPF Sections– GNLP2, DM3, NPPF Section 12.
48. The proposed vehicle rental centre will include a small office which will occupy 68.3 square metres of the site. The office will be constructed using cladding panels and will feature glazing panels. The small structure will have a flat roof and the front elevation has a double door access and on the rear elevation there is an additional door for fire exit. The overall appearance and scale of the office is acceptable.
49. To facilitate the use of the site as a car rental the proposal includes provision of 19 vehicle parking spaces, this will include 6 long stay parking bays and 2 of them will have an electrical vehicle charging point. 13 parking bays of which 3 have electrical vehicle charging point. There are also 2 drop off and pick up bays at the front of the office, 1 of which has an electrical charging point. In total 6 electrical vehicles charging points will be provided.
50. The rear of the site which will be used as the vehicle parking area will be laid out with parking bays. The size of the parking bays is in accordance with the highways parking standards. The surface material proposed within the parking area is turfpavers, this is considered to be adequate surfacing materials. The parking area at the rear is accessed by a tarmacked ramp with a gradient of 1:12. The ramp would provide two directional movement to and from the parking area.
51. The area in front of the car rental office has been indicated for two disabled parking bays, these will mostly be used for vehicle pickups and drop offs. Along the southern elevation of the office two cycle stands would be installed and this would be for use by staff members or customer.
52. The site would remain largely undeveloped land. The neighbouring building which is Ipswich Road Community Hub is concealed by the vegetation which surrounds the site. The site cannot be easily viewed from the adjacent park due to the thick vegetation, which is to be enhanced.
53. The use of the site as both car wash and car rental will intensify the use of the site however it is not considered to be unacceptable.

Main Issue 3. Amenity

54. Key policies and NPPF Section – DM2, DM11, NPPF Section 12.
55. The proposed development will increase the activity on site. The erection of a car rental premises will result in a slight increase in movement to and from the site. It is considered that the use and movement of vehicles in the car washing part of the site is unlikely to significantly change.
56. Movement from the car rental premises would be from customers coming on site to pick up and drop off rental cars. It is most likely that most of the people

coming to the site for car rental would have travelled by sustainable transport to the site. The vehicles rented will be picked up and dropped off at the bays in front of the rental office and then staff members will then move the car to the storage area at the rear of the site. The movement of the cars around the site will result in some vehicle movement noise however this will not be significantly different from the noise from the car wash. Ipswich Road is a busy route into the city centre and already experiences traffic noise. The car parking area is located at the rear of the site allowing a reasonable buffer from the residential properties along Ipswich Road. Furthermore in regards to noise consideration is given to the fact that the car rental will operate the same hours as the car wash therefore there is no activity on the site outside of the current opening hours and thus the hours when noise would be experienced remain the same.

57. Colleagues in Environmental Protection did not raise any concerns regarding noise from the site and given the context of the site it is considered that the level of noise would not be to a degree that it is considered to result in harm to residential amenity. The noise produced from vehicle movements on site will most likely be less if not equal to the existing traffic noise from Ipswich Road.
58. The proposal also includes installing 2 air conditioning units on the side elevation of the rental office. It is considered that given the distance from the residential properties on Ipswich Road and the surrounding context the noise from the air conditioning units would not be harmful to the nearby residential receptors.
59. It is considered likely that the proposed development will require external lighting to be installed. The applicant is yet to confirm the details of the external lighting. A condition is recommended for details of external lighting to be submitted and approved by the local planning authority prior to installation on site.
60. In regards to signage the applicant has confirmed that an advertisement consent application will be submitted at a later date.

Main Issue 4. Transport

61. Key policies and NPPF Sections – GNLP2, GNLP4, DM28, DM30, DM31, NPPF Section 9.
62. The site is sustainably located 1.5 miles from the city centre and can be accessed by bus and is within walking distance from the city centre. It is anticipated that the car rental service would be mostly used by local residents who would most likely access the site by sustainable means. The proposed car rental will be a small scale operation and it is envisaged that the car rental would not significantly increase the traffic on Ipswich Road. It is envisaged that the number of vehicles to the site would not be significantly increase and there would be no significant difference in the level of traffic on Ipswich Road. In regards to the concern that the proposed use would encourage car use. It is acknowledged that the proposed car rental promotes use of cars however it is considered that the service would be most likely used by those who do not own cars. Consideration is also given to the fact that there will be some provision for electric vehicles therefore reducing the impact of carbon emissions and harm on the environment. Cycle stands have also been provided to enable staff and visitors to cycle to the site.

63. Vehicle movements would be predominantly within site, the site can be accessed from Ipswich Road. The site has a separate means of access and exit. This will be made clear to visitors by the use of double sided signage and directional arrows around the site. At the entrance the double sided signage will state 'IN' and 'No Exit'. Additional signage stating car wash and car rental will be installed at the entrance and these signs will include directional arrows.
64. Within the site there are separate vehicle movement routes for the car wash and car rental. Clear signage in the way of road markings will be used to direct movement of vehicles around the site. The entrance has been divided into two sections to allow vehicles to navigate separately following road markings to the car wash and car rental. This avoids vehicle conflict when moving around the site and allows a clear movement system within the site.
65. The site has a single point of exit however within the site there are separate routes for exit for vehicles from the car wash and car rental vehicles. The movement pattern employed within the site reduces confusion and the likelihood of collision within the site. There were negotiations between the applicant and highways officer which has resulted in an improved site layout. The highways authority did not object to the site layout proposed therefore it is considered to be acceptable.
66. One of the key issues raised in the objections is the need to provide on site parking provision for the customers of the car rental who wish to leave their car and hire an alternative car. Provision has been made on site to allow customers to leave their cars on the site therefore reducing the need for off site parking on Ipswich Road.

Main Issue 5. Flood risk

67. Key policies and NPPF Sections – GNLP2, DM5, NPPF Section 14.
68. The land on Ipswich Road outside of the site is prone to surface water flooding. The redevelopment of the site will result in changes to the ground surfacing on parts of the site. The car storage area at the rear of the site will be laid with grasscrete allowing grass to grow through. The proposed surfacing will be permeable allowing water to infiltrate into the ground reducing the chance of surface water flooding.
69. The use of grasscrete is a preferable option compared to tarmac, it is considered that as the vehicle movements will be low and the parking area to the rear would only be accessed by members of staff the movements of vehicles will not significantly reduce the effectiveness of the grasscrete as a permeable ground surface. The proposal is for a small car rental service which will have minimal traffic movement as it is being operated at a small scale.

Main Issue 6. Trees

70. Key policies and NPPF Sections – GNLP2, GNLP3, DM7, NPPF Section 15.
71. To facilitate the proposed use one sycamore tree will be removed, the tree is of low quality and value. It is proposed 5 additional trees will be planted along with additional boundary hedging along the western boundary. The protected tree by the site entrance will not be impacted by the proposed development. In order to reduce the impact on the root protection areas of the trees to the south

of the site the ramp proposed within this part of the site will utilise the existing gradient of the ground and therefore will be higher than the tree roots and minimise the harm to the root protection area. Around the site caution has been taken to keep the parking areas outside of the root protection areas of the trees around the site.

72. It is acknowledged that the removal of the Sycamore tree is not ideal however it has a low value the removal is to be compensated by planting 5 trees. The trees and additional hedging on the western boundary will create an additional buffer from the public open space adjacent to the site. This will provide additional screening obscuring the views of the site from Danby Wood. The additional buffer will reduce the visibility of the site. Further consideration in regards to amenity outlook is given to the fact that the area of Danby Wood immediately adjacent to the site is not the main area of the park and is used predominantly as an access to the main area of the park. Overall, it is considered that the additional tree planting and hedging will have screening benefits as well as biodiversity gains for the site. On balance the erection of a car rental is considered to not prejudice the use of the public open space.
73. An arboricultural impact assessment was submitted and the tree protection officer did not object to the plans proposed. It is worth noting that as the site is surrounded by trees and there are trees within the site tree protection measures will be applied during the development. Additionally as the proposed parking area is close to the root protection areas of some of the trees a reduced digging method will be applied when working in such areas.
74. The letters of objection raised a concern regarding the trees and the benefits they provide in regard to climate change. It is acknowledge that trees store carbon, act as shelter in warmer temperatures and they have biodiversity benefit. The proposed development has a neutral impact on the natural environment as the proposal will include high value landscaping compared to the existing overgrown vegetation.
75. Overall the layout of the site and the method of construction to be used will be to ensure there is no harm on the trees and the overall landscape value of the site will be improved.

Main Issue 7. Biodiversity

76. Key policies and NPPF Sections – GNLP3, DM6, NPPF Section 15.
77. The rear of the site which is to be occupied by the car parking area for vehicle rental is currently informal overgrown vegetation. The overgrown areas of vegetation do not provide any significant landscape value.
78. As previously mentioned only one Sycamore tree is to be removed and this is compensated by the planting of 5 trees. The site is not designated for any conservation reason and the proposal will not impact Priority Habitat Areas. Nonetheless it is worth noting the site is adjacent to Local Nature Reserve and County Wildlife Site to the south western corner. The site runs east to west into an overgrown area with grassland and scrub mosaic. The areas to the south and west of the site are informal with grassland/ scrub mosaic, spoil, log and rubble piles and therefore are suitable for habitat by reptiles.

79. A reptile survey was carried out and there were none found on site however a grass snake was found. It is therefore concluded that reptiles are not present on the site however grass snakes are present in the wider landscape likely within Danby Wood and Marston Marsh south west of the site.
80. The site has negligible ecological value. The environment of the site is not conducive to foraging bats, there are opportunities to forage around the southern edge. Habitats surrounding the site including woodland to the south west are more suitable. To ensure foraging activity is maintained artificial lighting at the site would need to be minimised and directed away from the southern boundary trees. There is potential to install enhancements on the southern boundary trees in the form of bat boxes. The preliminary ecological assessment recommends that 3 crevice type bat boxes are installed on southern boundary trees.
81. The boundary trees provide a good habitat for nesting birds. It is recommended that a variety of open fronted and 32mm boxes are included on retained trees facing north or east and must be installed above 2 metres in order to provide long lasting nesting opportunities.
82. In order to have high value diversity landscaping it is recommended that a rich species hedgerow should be included. The ratio mix recommended is 50% hawthorn, 20% field maple, 10% hazel, beech and holly.
83. Overall although the site has low ecological value as existing there is potential to implement the recommended enhancements to increase the biodiversity value of the site. A condition is recommended for biodiversity enhancements as per the preliminary ecological assessment.

Main Issue 8. Contamination

84. Key policies and NPPF Sections – DM11, NPPF Section 15.
85. Due to the use of the site and previous uses it has been considered necessary to attach a condition regarding contamination as there is a chance the land could potentially have contamination.

Main Issue 9. Nutrient Neutrality

86. Assessment of Impacts under the Conservation of Habitats & Species Regulations 2017 (as amended)

87. Site Affected: (a) Broads SAC/Broadland Ramsar

88. (b) River Wensum SAC

89. Potential effect: (a) Increased nitrogen and phosphorus loading

90. (b) Increased phosphorous loading

91. The application represents a 'proposal or project' under the above regulations. Before deciding whether approval can be granted, the Council as a competent authority must determine whether or not the proposal is likely, either on its own or in combination with other projects, to have any likely significant effects upon

the Broads & Wensum SACs, and if so, whether or not those effects can be mitigated against.

92. The Council's assessment is set out below and is based on advice contained in the letter from Natural England to LPA Chief Executives and Heads of Planning dated 16th March 2022.

93. Broads SAC/Broadland Ramsar

94. Does the plan or project create a source of water pollution or have an impact on water quality (e.g. alters dilution)? AND

95. Is the plan or project within the hydrological catchment of a habitats site which includes interest features that are sensitive to the water quality impacts from the plan or project?

96. Answer: NO

97. The proposal does not:-

98. Result in an increase in overnight accommodation in the catchment area of the SAC;

99. By virtue of its scale, draw people into the catchment area of the SAC

100. Result in additional or unusual pollution to surface water as a result of processes forming part of the proposal.

101. Consequently, the proposal would not result in an increase in nutrients flowing into the SAC in the form of either nitrogen or phosphorous.

102. Conclusion: It is not necessary to carry out an assessment under the Habitats regs.

103. River Wensum SAC

104. Does the plan or project create a source of water pollution or have an impact on water quality (e.g. alters dilution)? AND

105. Is the plan or project within the hydrological catchment of a habitats site which includes interest features that are sensitive to the water quality impacts from the plan or project?

106. Answer: NO

107. The proposal does not:-

108. Result in an increase in overnight accommodation in the catchment area of the SAC;

109. By virtue of its scale, draw people into the catchment area of the SAC

110. Result in additional or unusual pollution to surface water as a result of processes forming part of the proposal.

111. In addition, the discharge for the relevant WwTW is downstream of the SAC.
112. Consequently, the proposal would not result in an increase in nutrients flowing into the SAC in the form of either nitrogen or phosphorous.
113. Conclusion: It is not necessary to carry out an assessment under the Habitats regs.

Other matters

114. In the letters of objection a concern was raised regarding the site potential to attract crime. It is acknowledged that the storing of vehicles on site has the potential to attract criminal behaviour. In this case it is considered that the operator can ensure sufficient security measures are installed to deter criminal activity.
115. During the assessment process it has been brought to our attention that a food truck was seen operating on site. This is not a planning material consideration in the assessment of this case. Should it be found that the food truck is permanently on site and therefore changing the use of the land planning permission would be required.

Equalities and diversity issues

116. There are no equality or diversity issues.

Local finance considerations

117. Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant or the Community Infrastructure Levy. Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority.
118. In this case local finance considerations are not considered to be material to the case.

Human Rights Act 1998

119. Officers have considered the implications of the Human Rights Act 1998 in reaching a recommendation to approve this application. They consider that the interference with the human rights of the applicant under Article 8/Article 1 of Protocol 1 is justifiable and proportionate for the protection of the rights and freedom of others or the control of his/her property in this way is in accordance with the general interest.

Section 17 of the Crime and Disorder Act 1998.

120. Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998.

In reaching a recommendation to grant planning permission, officers consider that the proposal will not undermine crime prevention or the promotion of community.

Planning Balance and Conclusion

121. The development is in accordance with the requirements of the National Planning Policy Framework and the Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

122. To approve application 24/00176/F Eaton Hand Car Wash Ipswich Road Norwich NR4 6QS and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Details of external lighting;
4. Opening hours;
5. Unknown contamination;
6. Provision of access details;
7. Restriction on obstructions to access;
8. Site layout;
9. Works on site in accordance with AIA, AMS AND TPP;
10. Tree replacements and hedging to be installed and maintained as per plans;
11. Bird nesting season;
12. Ecological enhancements in accordance with Preliminary Ecological Appraisal;
13. Permeable surface to be used.

Informatives:

1. Works within Public Highway
2. Advertisement consent

Background papers: None

Appendices: None

Contact officer: Planner

Name: Nyasha Dzwowa

Telephone number: 01603 987998

Email address: nyashadzwowa@norwich.gov.uk



If you would like this agenda in an alternative format, such as a larger or smaller font, audio or Braille, or in a different language, please contact the committee officer above.

LOCKSLEY F

IPSWICH ROAD

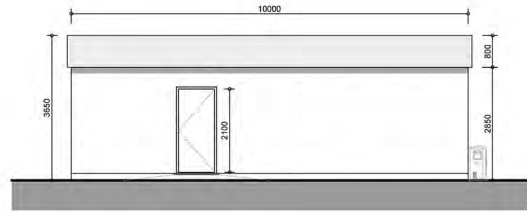


PROPOSED SITE PLAN

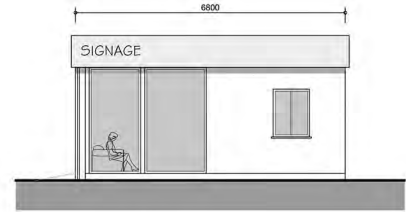
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TITLE:	PROPOSED SITE PLAN		
SCALE:	1:200 @ A1	DATE:	MAR 24 2007
REV:		DESIGNER:	DZ
		DATE:	23/20/07
UNIT 4 Phillips Barns Hammonds Road Little Baddow Essex CM3 4BG Tel: 01245 404691 www.academyarchitects.co.uk			

ARCHITECT

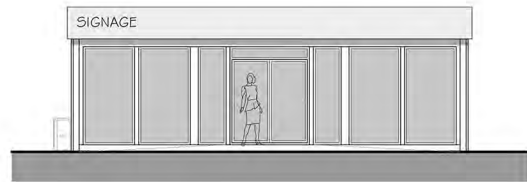
Do not scale from this drawing. All information shown is to be checked on site for accuracy and fit. Any discrepancies or omissions to be reported to Arcady Architects immediately.



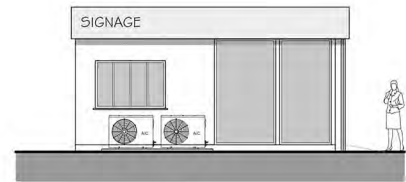
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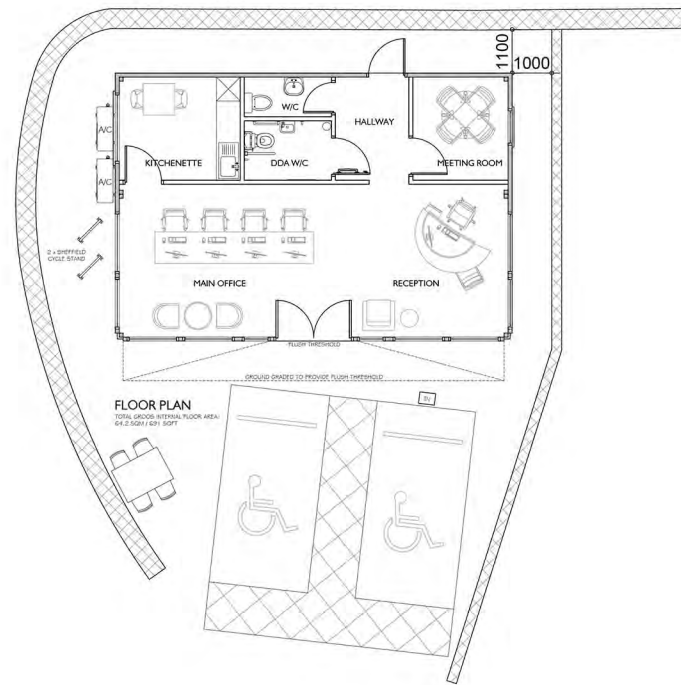
SIDE ELEVATION



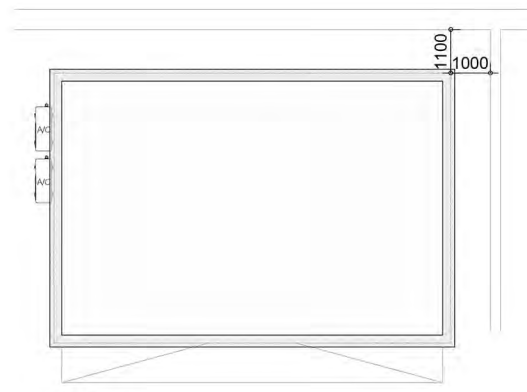
FRONT ELEVATION



SIDE ELEVATION



FLOOR PLAN



ROOF PLAN

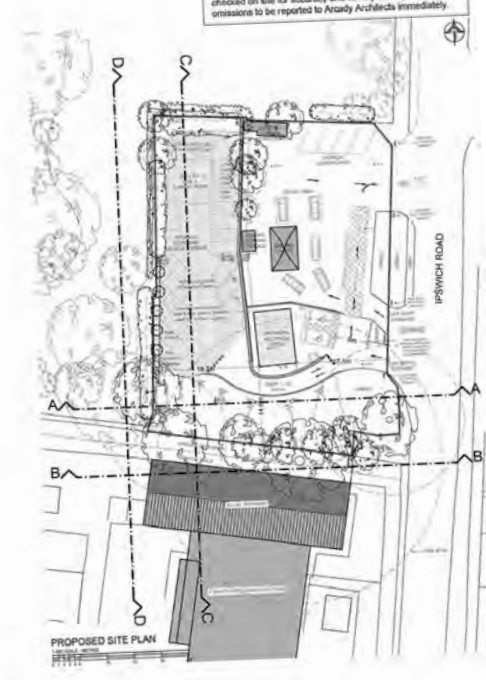


A ADDED EXTERNAL DETAILS, RELOCATION OF A/C UNITS 05/03/24 DZ

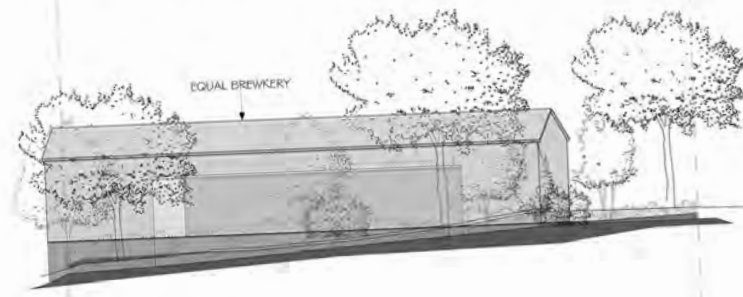
REVISION:	DATE:	DRAWN:
PROJECT: EATON RISE SERVICE STATION, 151 IPSWICH ROAD, NORWICH, NR4 6LD		
TITLE: PROPOSED VEHICLE RENTAL BUILDING PLANS & ELEVATIONS		
SCALE: 1:100@A2	DATE: MAR 24	CHKD: -
No. 23/20/06	REV. A	
Unit 4 Phillows Barns Hammonds Road Little Baddow Essex CM3 4BG Tel: 01245 464681 www.arcadyarchitects.co.uk		



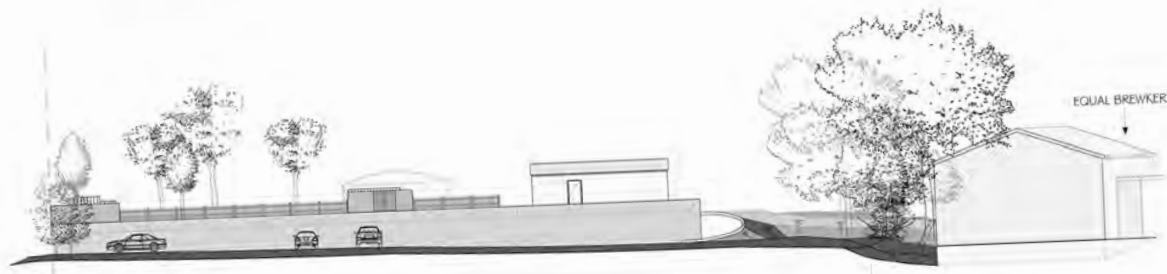
changes or variations to be reported to Arady Architects immediately.



THE SITE
SITE SECTION A - A



THE SITE
SITE SECTION B - B



THE SITE
SITE SECTION C - C



THE SITE
SITE SECTION D - D

SITE SECTIONS

1:200 SCALE - METRES

A	AMENDED SITE LAYOUT, AMENDED FINISH FLOOR LEVELS TO ACCOMMODATE NEW RAMP AND PARKING LAYOUT	03/03/24
B	AMENDED SITE LAYOUT	28/02/24
<p>PROJECT: EATON RISE SERVICE STATION, 151 IPSWICH ROAD, NORWICH, NR4 6LD</p> <p>TITLE: PROPOSED SITE SECTIONS A-A, B-B, C-C & D-D</p> <p>DATE: 23/20/05</p> <p>SCALE: 1:200 (A1) DATE: MAR 24 DRAWN: DZ</p> <p>Unit 4 Pitteurs Barns Hammonds Road Little Bosham Essex CM3 4SD Tel: 01265 454891 www.arady-architects.co.uk</p>		