

## Report for Resolution

**Report to** Planning Applications Committee  
**Date** 3 March 2011  
**Report of** Head of Planning Services  
**Subject** 10/02194/F Pay and Display Car Park Orchard Street  
Norwich

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**Item**  
**5(5)**

### SUMMARY

<b>Description:</b>	Redevelopment of site to provide 10 No. 2 bed flats and 2 No. 3 bed flats.	
<b>Reason for consideration at Committee:</b>	Objection	
<b>Recommendation:</b>	Approved subject to signing of S106 agreement and conditions	
<b>Ward:</b>	Mancroft	
<b>Contact Officer:</b>	Mark Brown	Senior Planning Officer 01603 212505
<b>Date of receipt:</b>	20th December 2010	
<b>Applicant:</b>	Orwell Housing Association	
<b>Agent:</b>	Barefoot & Gilles	

### INTRODUCTION

#### The Site

##### Location and Content

1. The site is a pay and display car park located on the corner of Orchard Street and Exeter Street. The site provides 42 parking spaces including two disabled spaces and an area for recycling facilities. Vehicular access is from Orchard Street. The site is located within the Dereham Road local centre. Commercial properties along Dereham Road back onto Exeter Street opposite the site. Exeter Street consists of 1 hour short stay on-street parking to the south and single yellow lines to the north.
2. To the west of the site is a publically accessible open space, to the north are residential properties at Mancroft Walk and to the east, terraces on the opposite side of Orchard Street.

##### Planning History

3. There is no relevant recent planning history.

##### Equality and Diversity Issues

4. There are not considered to be any significant equality or diversity issues.

## The Proposal

5. The proposal is to redevelop the site to provide 12 flats comprising 2 three-bed flats and 10 two-bed flats. The proposals are car free. A new lay-by is proposed within the north side of Exeter Street to provide short stay on-street parking for the local centre. The flats are arranged in a single block fronting Orchard Street, Exeter Street and west over the Mancroft Walk pathway. Private communal amenity space is proposed to the rear of the site, along with cycle and bin stores. Three storeys are proposed on the corner of Exeter and Orchard street with two storeys elsewhere.

## Representations Received

6. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. 21 letters of representation have been received citing the issues as summarised in the table below.

Issues Raised	Response
Loss of parking used for commuting.	See paragraphs 14-16
Loss of parking for customers of the local centre and the impact this could have on local businesses due to loss of parking.	See paragraphs 14-18
Cumulative impact on businesses of the loss of the car park and the provision of the Dereham Road bus rapid transit route.	See paragraphs 19-20
Loss of parking for nearby St Barnabas Church.	See paragraphs 14-18
No parking for the proposed flats.	See paragraph 24
Height of the development would be overly dominant along Orchard Street.	See paragraph 37
Height of the proposals would be inconstant with the surrounding area.	See paragraph 31
Overshadowing adjacent dwellings.	See paragraph 36
Loss of the view of the urban green space.	See paragraph 37
Overlooking to properties on Orchard Street.	See paragraph 35
Security concerns due to the arrangement of the accesses to the rear communal areas.	See paragraph 28
Location of bin stores adjacent to the boundaries of properties at Mancroft Walk.	See paragraph 28
Loss of recycling facilities.	See paragraph 26

7. Pre-application consultation has been undertaken by the applicants who have advised that, at the time of submitting the application four responses had been received. Three responses objected to the proposals on the basis of loss of parking and loss of amenity and one response neither objected nor supported the scheme detailing that they did not live adjacent to the site.

## Consultation Responses

8. **Norwich Society** – Parking areas such as those in Wymer Street, Stafford Street/Belvoir Street and Exeter Street/Orchard Street should not be used for building; they provide much valued car parking in tight inner-city areas. Development would mean current residents would have to park in nearby narrow roads causing congestion problems.
9. **Environmental Health** – The residential end use is a sensitive one, and there is a possibility of contamination due to the current or previous uses. I have therefore recommended conditions for a site investigation to determine this. I have also suggested conditions for light nuisance, along with informatives for the demolition and construction phases.
10. **Tree Protection Officer** – No comment
11. **Transport** – In transportation terms, this site is in a highly sustainable location, convenient both for local services, and the City Centre. In principle therefore, the redevelopment of sites in locations such as this is welcomed in transport terms.

The site is currently used as a public pay and Display Car Park. Analysis of the use of the car park demonstrates that it is primarily used for commuter parking, with around 70% of users staying for in excess of 5 hours (the longest chargeable period). The remaining users stay for a period of less than three hours (most less than 2), and on average this amount to an average of 7-8 users per day.

The Councils policy is to reduce the availability of long-term car parking, providing for long stay parking needs at Park and Ride sites, and encouraging the use of public transport within the City for commuting to and from work. The majority of the use of the car park currently is not consistent with that policy. Notwithstanding this, long stay parking is available on the Barn Road Car Park which is a short walk away, for those who really need it.

In terms of the short stay demand. The proposed scheme provides at least six new short stay-on-street parking spaces. This should more than adequately cope with the daily demand of the 8 short stay users of the existing Car Park, (and the spaces will be free). This should overcome any negative impact on local businesses from customers who may have previously used the Car Park.

In terms of the development, the principle of Car free development can be supported here in terms of emerging policy. The site is adjacent to a District Centre, close to the City, and within a Controlled Parking Zone with a permit parking Scheme to which the new residents will not have access (permits are not issued to the occupiers of new build premises).

The layout is largely acceptable, but the through route to the back of the site, and through the amenity area is unnecessary, and creates an unnecessary security risk. The bin stores also need revising. Each should be able to accommodate 1 x 1100 litre bin for general waste, and 3x360 litre bins for recycling. The bike stores are OK, but I would recommend individual sheds for each of the flats, particularly in view of the level of space available.

The applicant will need to enter a S278/38 Agreement with us to adopt the new

footway, and construct the new lay-by, and in addition, they will need to pay for the implementation of a new Traffic Regulation Order to cover the operation of the short-stay parking bays (at a cost of £1695 plus VAT). The scheme will also attract a transport Contribution of £3385.80 (likely to be used improving pedestrian/cycle facilities in the area)

12. **Conservation** – The scheme is distinctive yet fits in with the surrounding neighbourhood context. The existing car park is currently an unsightly part of the neighbourhood, and is partly responsible for the incohesive area between the Dereham Road local shopping area and the large public space to the west. Redevelopment with housing can only lead to a visual improvement of the area and a more secure and safe environment for pedestrians.

Historically this area was defined by uniform rows of terrace housing, however these have been replaced by several postwar schemes resulting in mix of character in the area. In certain locations it would be better to reinstate a strong building line and uniformity in the housing to create a more strongly defined edge to the street, particularly where this is an historic characteristic (for example the Belvoir Road scheme). However, the plot is located at the end of a perimeter block that has the misfortune of facing the rather random, messy and unsightly collection of various outbuildings and extensions at the rear of the commercial buildings fronting onto Dereham Road. Having a more uniform and 'harder' street frontage facing these backs would have created a very hard urban character, whereas in this location, with the context of the neighbouring park, the breaking up of the massing and a more irregular, but coherent, street frontage will help the development to engage better with the street and provide a softer and less hard edge.

The position of the buildings also creates a good separation between public and private space, with the private space being well enclosed and, in most cases, well overlooked and generally secure. There is quite a large area of frontage landscaping, however as stated in the previous paragraph this should help to create a more attractive street environment offsetting the poorer side to the south. Hedging is provided as an additional boundary treatment for the defensible space, however it is important that this is kept fairly low in height so that it does not prevent overlooking of street. The landscaping scheme for the public space at the rear still appears fairly rudimentary, and in order to make this a well used space it requires further work on landscaping (including hard landscaping which at present appears quite excessive). I have a couple of concerns regarding the access points to the rear space to either side. There is an unusual piece of exterior open space which does not appear to have any defined use, is enclosed on three sides, and is not overlooked at any level within the gable end that abuts it. In fact this gable end has no windows overlooking the path....can windows be inserted in this gable end for surveillance?...even if obscure windows they will create an impression of surveillance. It would also be better if the cycle/bin store is reworked to avoid creating the enclosed space....can they not be contained within a more permanent brick single storey gabled extension? Another concern is that the two access points to the space are still open....I would suggest that these are gated (even if the gate is left unlocked) as this will give the impression of entering a semi-public open space and therefore help to prevent casual use (although on the plan it does indicate it is private space at the rear?). This needs to be clarified.

With regard to materials – roofs – there is no real need for concrete pantiles which are chunky in appearance and do not age well...natural clay pantiles are not a specialist

material so I don't see why they can't be used here – I would suggest a russet type of pantile. However the various angles of roof pitches is going to make it potentially awkward to detail junctions, and to have overhanging pantile roofs also looks a little unusual..it might be preferable to choose a more contemporary roof material such as standing seam...as used on Foulgers Opening/McCarthy & Stone development Grapes Hill, which are similar collections of angled roofs. However, these are taller buildings, and the roofs are less prominent....Alternatively a slate like product might be preferable as the flusher finish would look better with the roof overhangs and lower pitches...something that needs to be discussed.

## **ASSESSMENT OF PLANNING CONSIDERATIONS**

### **Relevant Planning Policies**

#### **Relevant National Planning Policies**

PPS1 – Delivering Sustainable Development

PPS3 – Housing

PPS4 – Planning for Sustainable Economic Growth

PPS9 – Biodiversity and Geological Conservation

PPS25 – Flood Risk

PPG13 – Transport

#### **Relevant Strategic Regional Planning Policies**

Policies of the adopted East of England Plan Regional Spatial Strategy (May, 2008)

ENV7 – Quality in the Built Environment

T8 – Local Roads

T14 – Parking

WM6 – Waste Management in Development

#### **Relevant Local Plan Policies**

Saved policies of the adopted City of Norwich Replacement Local Plan (November, 2004)

NE9 – Comprehensive Landscaping Scheme

HBE12 – High Quality of Design

HBE19 – Design for Safety and Security

EP1 – Contaminated Land

EP12 – Development in Areas at Risk of Flooding

EP18 – High Standard of Energy Efficiency

EP20 – Sustainable use of materials

EP22 – High Standard of Amenity

HOU6 – Contribution to Community Needs and Facilities by Housing Developers

HOU13 – Proposals for New Housing Development

HOU18 – Construction of New Flats

SR3 – Publically Accessible Recreational Open Space

SR7 – Provision of Children's Equipped Playspace

TRA3 – Model Shift Measures in Support of NATS

TRA7 – Cycle Parking Standards

TRA8 – Servicing Provision

TRA9 – Car Free Housing

TRA10 – Contribution to Works Required for Access to the Site

TRA11 – Contributions for Transport Improvements

## **Supplementary Planning Documents and Guidance**

Trees and Development SPD – September 2007

Open Space and Play Space SPD – June 2006

Transport Contributions SPG – December 2002

### **Principle Policy Considerations**

13. The principle policy considerations are the loss of the pay and display car park and an assessment against saved local plan policies HOU13 and HOU18 for the provision of new dwellings on the site.
14. Firstly, with reference to the loss of the car park, the car park operates on a pay and display basis and provides 42 spaces including two disabled spaces. The tariff is the same every day of the week (including bank holidays) and is as follows:
  - up to one hour - £1;
  - up to two hours - £2;
  - up to three hours - £3;
  - over three hours £3.50;
  - Evenings/over night (18:30 – 05:00) £1.70.
15. This tariff favours long stay (commuter) parking as opposed to short-medium stay parking and this is confirmed by figures provided by the transport planner which confirms that 70% of uses stay for the longest chargeable period. Of the remaining users staying for less than three hours most stay for less than two and on average this amounts to an average of 7-8 users per day.
16. Both PPG13 and regional policy T14 details that parking demand management forms a key part of the package to influence travel change and in particular in reducing the reliance of the car for work. Whilst an element of short stay parking is required to support custom to local businesses, there is no policy presumption in favour of the retention of long stay parking. Local plan policy TRA3 and the Norwich Area Transport Strategy focuses on operational parking and parking for visitors and customers. There is a presumption in favour of restricting long stay parking as part of a package to promote alternative modes of transport such as Park and Ride.
17. The site is within the boundaries of the Dereham Road local centre and the proposals would have implications for customers of the local centre who use the car park for short stay parking. The impact of this loss for nearby businesses is a material consideration to be taken into account in the determination of the application. The figures provided by the transport officer indicate that on average 7-8 users per day utilise the car park for less than two hours. The proposals include the provision of a new lay-by which would provide at least 6 short stay parking spaces for customers of the local centre. This should more than adequately cope with the daily demand from short stay users of the existing Car Park and it is considered that this would overcome any negative impact on local businesses from customers who may have previously used the Car Park.
18. Some representations have indicated that the car park is useful for customers and staff of the St Benedicts secondary retail area. This area is served by the Barn Road car park which, whilst slightly more expensive, is on a similar tariff arrangement that currently provides for both short and long stay parking and has capacity. The Barn Road car park whilst slightly further away also offers a reasonable alternative parking location for users of St Barnabas Church.

19. A consultation on the provision of a Dereham Road Bus Rapid Transit Route (BRT) has recently closed, which via the provision of a new bus lane would, as currently proposed, result in the loss of parking to the front of commercial premises on the north side of Dereham Road. Measures are being proposed as part of this scheme to minimise the loss of short stay provision and these measures are likely to include the rearrangement of the existing short stay parking to the south of Exeter Street to formalise chevron parking. This would allow for greater capacity when compared to the current parallel layout.
20. Orchard Street car park also provides the only formal disabled parking for the area (two spaces). The revised layout of the parking lay-bys to the south of Exeter Street as part of the Dereham Road BRT proposals would provide for new disabled bays to serve the local centre.
21. With reference to the redevelopment of the site for housing policies HOU13 and HOU18 apply. The site is a brownfield site located to the west of Norwich within easy walking distance of the Dereham Road local centre. The site is in a sustainable location for new housing with good pedestrian, cycle and public transport links to the City Centre. Partly due to the car free nature of the proposals a relatively high density has been achieved for the area of 92 dwellings per hectare. This is considered to be acceptable in principle subject to assessment against the criteria in policy HOU13, HOU18 and other development plan policies and material considerations.
22. In sum and for the reasons detailed above the proposals are considered to be acceptable in principle. It is considered that the loss of the car park and its redevelopment for housing would be consistent with planning policy. The replacement short stay parking is considered to overcome any negative impact on local businesses from customers who may have previously used the Car Park. It is considered that the redevelopment of the site for housing would provide for the efficient and sustainable use of the site.

### **Access, Parking and Servicing**

23. An assessment of the loss of existing parking is given above.
24. The dwellings proposed are car-free. National policy in PPG13 has recently changed to remove the requirement for councils to limit the number of parking spaces allowed in new residential developments and placing the onus on councils and communities to adopt policies appropriate for their area. Currently saved and adopted local plan policies remain in place which set out maximum parking standards for the City and in this case TRA9 relates to car free parking. Given that the site is adjacent to a local centre, close to the City centre and within a controlled parking zone with a permit parking scheme to which the new residents will not have access this is considered to be acceptable. An informative note can be included on any approval to advise that new residents would not be eligible for parking permits.
25. Cycle parking is provided on site along with a bin store, both are accessible from the central amenity areas and the bin store is also accessible from Exeter Street. The stores meet the requirements of saved policies TRA7 and TRA8 of the local plan.
26. The site currently provides for recycling facilities. The applicant has advised that these are to be replaced on highway land or at the smaller resident's car park on Exeter Street. In the long term it is understood that these facilities are likely to be

replaced by household waste collections.

### **Layout and Design**

27. The car free nature of the proposals allows for the improved layout of the site and prevents large areas being taken up by parking and manoeuvring areas. As such a simple perimeter of flats has been proposed fronting onto Orchard Street, Exeter Street and Mancroft Walk (the footpath to the west) with communal amenity space to the rear (north). This layout allows for a clear definition of public and private space with active frontages to the site.
28. Concern was raised in relation to the initial proposals which appeared to allow public access to the rear amenity space and due to the location of the bin and cycle stores, would have led to a fairly unusual space in the northwest corner of the site which would not have been overlooked and could have led to issues of misuse. The scheme has now been amended to relocate the bin store and re-orientate the cycle store with boundary treatments and gates to ensure only private access to the rear amenity area. Windows to the corners of plots 1 and 11 have also been provided to overlook the northern corners of the site.
29. The car park is currently an unsightly part of the neighbourhood, and is partly responsible for the incohesive area between the Dereham Road local shopping area and the large public space to the west. It is considered that redevelopment with housing can only lead to a visual improvement of the area and following the amendments in the previous paragraph a more secure and safe environment for pedestrians.
30. The development is between two and three storeys in height with pitched roofs and gable ends to the two storey elements and mono-pitch roofs to the three storey elements. The mono-pitch roofs to the three storey elements limit the buildings overall height.
31. Whilst the surrounding area is made up of predominantly two storey buildings, the proposed height is not considered to be unacceptable in design terms (amenity implications are discussed further below). The surrounding area is mixed in character and historically the area was defined by rows of terrace housing which have been replaced by several post war schemes. The site also faces the backs of rather sporadic and unsightly collection of rear extensions to the rear of commercial buildings fronting Dereham Road. Having a more uniform and 'harder' street frontage facing these backs would have created a very hard urban character, whereas in this location, with the context of the neighbouring park, the breaking up of the massing and a more irregular, but coherent, street frontage will help the development to engage better with the street and provide a softer edge.
32. In relation to materials red brick with larch cladding and slate roofs are proposed along with timber joinery. It is considered that specific details of the materials should be conditioned along with a large scale section through the eaves of both a pitched and mono-pitch roof. The specific detailing of these and specifically the overhanging roofs of the mono-pitches will be important to the success of the schemes appearance.
33. The landscaping of the scheme is fairly indicative at this stage and detailed landscaping should form a condition of any consent and should cover all hard and soft landscaping as well as boundary treatments, implementation and ongoing management and maintenance. The detailing of the boundary treatments to the site



frontage will be of particular importance to ensure a clear definition of public and private space. Hedgeing is provided as an additional boundary treatment for the defensible space, however it is important that this is kept fairly low in height so that it does not prevent overlooking of the street.

### **Energy Efficiency**

34. The site is located within a sustainable location with excellent links to local facilities and the City Centre. An energy efficiency statement has been submitted with the application detailing a commitment to achieve code for sustainable homes level 4. The statement also identifies the need to provide 10% of the sites energy from decentralised and renewable or low carbon. 60.6sqm of photovoltaic panels are proposed on the south facing roof slope of the building. These are estimated to provide almost 12% of the sites estimated total energy demand. The provision and ongoing operation of the panels should form a condition of any consent along with section details to ensure their projection from the roof slope is limited.

### **Amenity**

35. The proposals complete a larger perimeter block and as such windows face onto the street and overlook the rear amenity space. It is not considered that there are any significant implications for overlooking to the south or west. Properties to the north have blank, south-facing walls which removes any direct window to window overlooking to these properties. Windows within the development facing north towards the rear of properties at Mancroft Walk would result in some overlooking to rear gardens, however the windows are set back a reasonable distance from the boundary and would not result in unacceptable or uncommon levels of overlooking for a central city location. To the east are properties on Orchard Street, window to window distances are between 14-15.5m, this is considered to be a reasonable distance between the fronts of properties in a central location such as this. It is not considered that this would result in any significant detrimental impact on the amenities of adjacent properties.
36. There would be no significant or direct loss of light to any windows of adjacent properties. There would be some loss of light to some external areas around number 1 Mancroft Walk and number 1 Orchard Street particularly in the winter, however it is not considered that this would be so significant as to warrant refusal of permission.
37. Concern has been raised from residents of Orchard Street that the proposals would result in the loss of a view to the green space to the west of the site and that due to the proposals height it would be overtly dominant. The loss of a view is not a material consideration and there is no given right to a view. Over dominance is a material consideration with reference to the height, mass and relationship of the proposed building to adjacent dwellings. In this case, whilst the building is three storeys in height and is higher than other buildings in the immediate vicinity, the three storey mono-pitch section of the building ranges from 7.8 to 10.7m in height and is set back 15.5m from properties opposite. With the context of a tight knit urban location, it is not considered that the building could be considered to be overbearing or oppressive.
38. In terms of the amenity of future residents of the properties themselves, the dwellings are of a good size with a relatively large area of communal amenity space for the location. Landscaping details will be particularly important in ensuring a high quality communal amenity space within the site.

### **Adjacent Opens Space and Trees**

39. The site lies adjacent to an area of publically accessible green space to the west which includes a number of mature trees. The root protection areas of all these trees are outside the development site. A tree protection barrier is proposed to ensure the protection of the green space and trees during the course of development, the provision of which should be secured via a condition on any consent.

### **Ecology**

40. An ecological appraisal has been submitted with the application; this does not identify the specific presence of any protected species. The proposals are identified as having a neutral impact, although a number of enhancement measures are proposed which could lead to a beneficial impact. This includes strengthening links to the adjacent green space to the west and the re-landscaping of the site, with use of berry bearing species. The report also recommends site lighting is directed away from the open space to the west. These enhancements can be achieved via landscaping conditions. It is also suggested that informative notes are used to provide further advice on site clearance.

### **Contamination**

41. A desk based assessment has been submitted with the application which identifies potential pollutants at the site. Given the sensitive residential end use it is considered necessary to condition a site investigation and a scheme of remediation and mitigation to be carried out as appropriate.

### **Flood Risk**

42. Environment Agency flood risk maps show the northeast corner of the site just within flood risk zone 2 and the strategic flood risk assessment shows the flood zone adjacent to the site. As such a flood risk assessment has been undertaken. Based on current flood levels and a topographical survey of the site, this identifies that the whole of the site is at least 300mm above flood zone 2. Therefore the sequential test is not required and neither are any mitigation measures.
43. In relation to surface water, soakaways are not feasible in this instance due to the underlying chalk geology. However, the introduction of soft landscaping within the development will lead to significant reductions in surface water runoff.

### **Planning Obligations**

44. The application triggers planning obligations for transport and children's play space. The transport contribution based on the provision of 12 dwellings would normally be £3,385.80. However, transport contributions under policy TRA11 are aimed to mitigate the wider impact of the development as a result of the increases in vehicular journeys that the development creates. Both the 2002 SPG and the 2006 draft SPD on transport contributions base the calculations for contributions on peak hour traffic movements. In this case the existing site is a car park providing 42 spaces and as identified earlier in the report this is used largely for medium to long stay parking. Given the proposed development is a car free residential development it is considered that peak hour traffic movements would be reduced by the proposals. As such the obligation would fail to meet the tests for necessity and reasonableness as outlined in ODPM circular 05/2005 and formalised within the CIL regulations 2010.
45. The site includes 14 child bed spaces which equates to a contribution of £16,030.00 which breaks down to £6,384.00 for provision and £9,646.00 for maintenance. These monies can be used for the provision or improvement of facilities within the area and

## Conclusions

46. It is considered that the loss of the car park and its redevelopment for housing would be consistent with planning policy. The replacement short stay parking is considered to overcome any negative impact on local businesses from customers who may have previously used the Car Park. It is considered that the redevelopment of the site for housing would provide for the efficient and sustainable use of the site. Visually the proposals will be a vast improvement over the existing car park, the proposals will complete the perimeter block and the breaking up of the massing and a more irregular, but coherent, street frontage will help the development to engage better with the street and provide a softer edge. Within the context of a tight knit urban location, it is not considered that the proposals would result in any significant loss of amenity to neighbouring properties and neither would the proposals be overbearing in the context of adjacent dwellings. Subject to the conditions listed in the recommendation below and a S106 agreement to secure the children's play space contribution the proposals are considered to be acceptable and in line with development plan policy.

## RECOMMENDATIONS

To approve Application No (10/02194/F Pay And Display Car Park Orchard Street Norwich) and grant planning permission, subject to the signing of a S106 agreement to secure the children's play space contribution and the following conditions:-

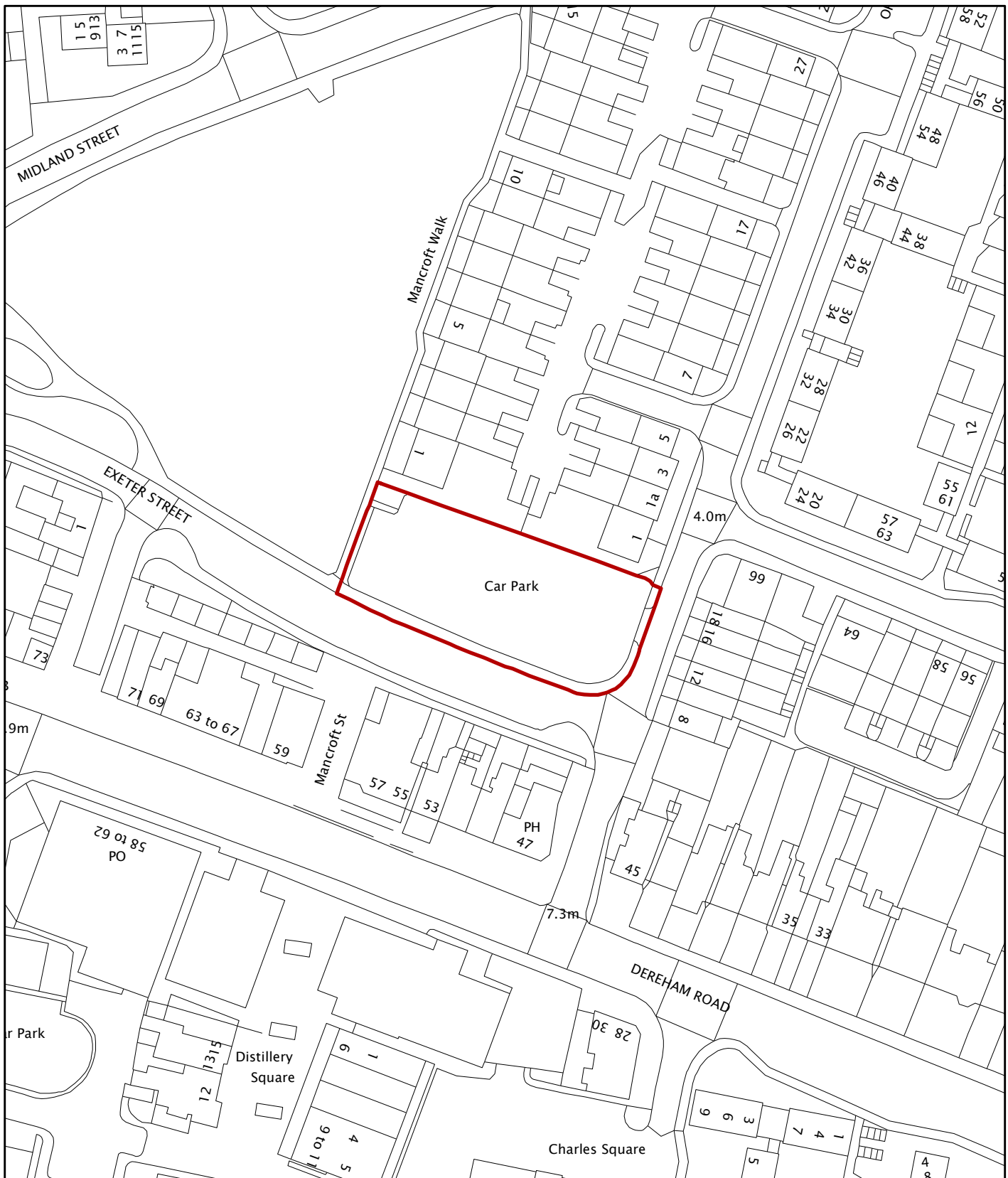
1. Standard time limit;
2. Development in accordance with the submitted plans;
3. Provision of the lay-by for short term public parking prior to first occupation;
4. Provision of the tree protection barrier to the west of the site in accordance with the arboricultural implications assessment and tree protection plan;
5. Provision of the sheds, parking areas and refuse storage areas prior to first occupation;
6. Submission of a landscaping scheme including:
  - hard and soft landscaping details including site frontages and communal areas including details of all boundary treatments;
  - details of site lighting;
  - details of implementation and the future management and maintenance of the landscaped areas;
7. Details of bricks, tiles, solar panels, timber cladding and large scale sections through the eaves of a mono-pitch and dual pitched roof;
8. Site contamination investigation and assessment to be carried out and if contamination is found a scheme of remediation and mitigation to be agreed and carried out. Should during development, contamination not previously identified be found development is to cease pending details to deal with contamination;
9. Provision and ongoing operation of the solar thermal panels.

The following informative notes should be appended to any consent:

1. Residents of the new flats will not be eligible for parking permits;
2. Considerate construction and timing to prevent nuisance;
3. Materials removed from site should be classified and disposed of at suitable licensed facilities;
4. Site clearance to have due regard to minimising the impact on wildlife.

(Reasons for approval: The decision has been made with particular regard to PPS1, PPS3, PPS4, PPS9, PPS25, PPG13, policies ENV7, T8, T14 and WM6 of the adopted East of England Plan and saved policies NE9, HBE12, HBE19, EP1, EP12, EP18, EP20, EP22, HOU6, HOU13, HOU18, SR3, SR7, TRA3, TRA7, TRA8, TRA9, TRA10 and TRA11 of the adopted City of Norwich Replacement Local Plan.

It is considered that the loss of the car park and its redevelopment for housing would be consistent with planning policy. The replacement short stay parking is considered to overcome any negative impact on local businesses from customers who may have previously used the Car Park. It is considered that the redevelopment of the site for housing would provide for the efficient and sustainable use of the site. Visually the proposals will be a vast improvement over the existing car park, the proposals will complete the perimeter block and the breaking up of the massing and a more irregular, but coherent, street frontage will help the development to engage better with the street and provide a softer edge. Within the context of a tight knit urban location, it is not considered that the proposals would result in any significant loss of amenity to neighbouring properties and neither would the proposals be overbearing in the context of adjacent dwellings. Subject to the conditions imposed and the S106 agreement to secure the children's play space contribution the proposals are considered to be acceptable and in line with development plan policy.)



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Planning Application No 10/02194/F  
 Site Address Pay and display car park Orchard Street  
 Scale 1:1,000



**NORWICH**  
 City Council

PLANNING SERVICES









Exeter Street Elevation 1:100



Orchard Street Elevation 1:100