

Report to Norwich Highways Agency committee
19 December 2019
Report of Head of city development services
Subject St Matthews Road Traffic Regulation Order

Item

5

Purpose

To consider representations received in respect of a Traffic Regulation Order to enable on-street parking permit entitlement for a residential development at St Matthews Road and to recommend appropriate action arising.

Recommendations

To:

- (1) approve the permit entitlement for 1a, 1b, 1c, 1d, 1e & 1f St Matthews Road as set out in the report;
- (2) ask the head of city development to implement the following restrictions as advertised the restricted parking permit entitlement for 1a, 1b, 1c, 1d, 1e, 1f St Matthews Road;
- (3) ask the head of city development services to advertise for consultation a proposal to convert a former limited waiting bay on St Matthews Road adjacent to the site at 66 Rosary Road for permit parking at any time; Appendix 2 plan number PLTR3329802-001
- (3) agree that any objections arising from this amendment TRO are determined by the head of city development services, in discussion with the chair and vice chair of this committee

Corporate and service priorities

Corporate priority Great neighbourhoods, housing and environment is supported

Financial implications

Costs arising have been met in full by the developer.

Ward/s: Thorpe Hamlet

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Kieran Yates, Transport planner

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Bruce Bentley, Principal transport planner

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Background documents

None

Report

Background

1. The site at the junction of St Matthews Road and Rosary Road, known as 66 Rosary Road is currently undergoing redevelopment for a residential scheme.
2. The development was granted planning permission in 2007 reference: 07/00117/F Demolition of former Gem Printing Works and adjoining commercial units fronting St Matthews Road to allow redevelopment to create 4 No. two bedroom flats and 2 No. one bedroom flats with associated bin/cycle storage and external amenity area. 66 Rosary Road Norwich Norfolk NR1 1TQ
3. This planning application discussed the parking provision for the scheme as follows:

It is recognised that there is existing pressure on the availability of permit parking spaces within this area. The existing commercial units (currently empty) would have been entitled to 3 parking permits each (9 in total). Under the current parking permit scheme each of the six flats proposed would be entitled to residential parking permits (one for each car registered to the property and one additional for visitors). Given the likely level of occupation of these one and two bedroom flats, it is likely that this would result in a demand for around 12 permits (six for resident's cars, and six for visitors). The applicant is willing to accept a condition as part of any Planning approval which would require that a Traffic Regulation Order (TRO) be pursued to limit each flat to one parking permit only. However, any decision to grant this TRO is made by the Highways Authority and is beyond the control of the City Planning department. Subsequently the Highways Authority has the right to not agree the TRO which would leave the flats with the current entitlement.

It is likely that in the future, new housing developments will not be entitled to any parking permits. However, if this scheme is occupied prior to this policy being brought into place it is recognised that the scheme as proposed could increase demand on permit parking spaces within the area.

To include off street parking within the proposed scheme would result in a substantial reduction in density and the loss of the building fronting St Matthews Road (if there is to be sufficient space for some parking and external amenity space) which it is considered would have a detrimental impact on the character and appearance of the street scene and therefore the Conservation Area. The site is situated in a highly accessible location and cycle stores are to be provided for each unit. Subsequently, it is considered that the lack of off street parking provision is acceptable and appropriate for this location.

4. A planning condition required that a 'Traffic Regulation Order process to be completed prior to commencement of development'
5. The current policy of not allowing on-street parking permit entitlement for new build residential development had not come into force at the time this planning consent was granted and as the development commenced on site the planning consent is considered to have been implemented. Since 2007 the scheme stalled and the site was derelict for several years. Construction on site recommenced only recently due to the aftermath of the credit crunch and the subsequent financial difficulties of the

developer that has prevented the scheme from being completed in a timely manner.

6. It is important for the assessment of this development to be aware that in Planning terms the development's initial construction phase is considered to have commenced the planning consent within the standard three year time limit. Within this time period developments have to be commenced but do not have to be completed. In this case according to our records the development commenced within three years of the consent being granted and therefore we did not have any power to seek a further full planning application on the site. It is for this reason why the developer has not been required to reapply for planning consent for the completion of the building.
7. Now that the development is nearing completion it is necessary to ensure that the Traffic Regulation Order associated with the planning consent is enacted.
8. Consequently in September 2019 a Traffic Regulation Order was advertised for consultation that sought to establish restricted permit entitlement as follows:

| Schedule 1A of the 1999 Order | Roads and Properties contained within the Controlled Parking Zone | | |
|---|---|----------|------------------|
| Properties for the Purposes of issuing parking permits Eligible for one resident Parking Permit and access to the visitor scheme | | | |
| Roads or lengths of roads within Controlled Parking Zone (alphabetical in sub-zone) | Properties for the purposes of issuing Parking Permits | Sub-Zone | Prescribed Hours |
| St Matthews Road | 1a, 1b, 1c, 1d, 1e and 1f | B | At Any Time |

9. The TRO wished to enable the new households to have entitlement to 1 resident parking permit each plus the visitor permit scheme (One 4 hr permit with clock and x60 one day permits; these may be used in any combination).
10. Representations were received from six residents and one local councillor and are summarised in Appendix 1.

Discussion

11. It is considered that the planning consent recommendation for the development to have restricted permit entitlement should be given significant weight. The development has been progressed by the local developers on the expectation that there was possibility of the new residents having access to permit parking.
12. The objections of residents concerning an increase upon parking pressures is noted. However the former use of the site by commercial premises would have also resulted in permit being issued (9 business permits compared to a potential of 6 resident permits and visitor scheme permits). However it is important to note that in

the 2011 census¹, 33% of households on St Matthews Road do not have any cars, which could reasonably be applied to the occupants of the new development. It is unlikely that all visitor permit entitlement would be used at the same time, and with the likelihood that not all residents would have a car, the total amount of permits used at any one time would be substantially less than the total permit entitlement.

13. Three site visits have been undertaken by a Transportation officer on weekday evenings around 9pm when most residents are likely to be at home and parking levels are likely to be at their highest. On all three occasions there were a number of free parking spaces on St Matthews Road and Chalk Hill Road that indicate that current parking demand is not exceeding the number of spaces available in the immediate vicinity of the site. It is also important to note that parking spaces may also be available to permit holders across the wider zone in other adjacent streets.
14. Recent analysis in June 2019 of the number of resident permits issued compared to the number of potential permit parking spaces available indicate that the zone has spare capacity; 557 resident permits for 575 parking spaces. The parking capacity of any Controlled Parking Zone will fluctuate given the ebb and flow of residents and their visitors as they come and go, how closely together vehicles park and the length of vehicles. However this data indicates that overall Zone B has sufficient capacity to operate adequately. This ratio of permits to spaces for this Zone is one of the better balanced Controlled Parking Zones in Norwich. It is important to remember that permit holders must seek out parking spaces anywhere in the zone, and cannot assume that spaces will be available on the street they live in, and that possession of a permit does not guarantee a parking space. If a guaranteed parking space is required it may be necessary to rent a council garage or private parking space where these are available.
15. Given that there was a former limited waiting bay (2hr maximum stay Mon to Sat 8am to 6.30pm unrestricted at other times; 15 metres in length / space for 3 cars) adjacent to the site, it is considered reasonable to convert this to permit parking for all local permit holders (permit parking at any time) to respond to residents' concerns about availability of parking space. See Appendix 2 plan number PLTR3329802-001.
16. As a complimentary measure there are three car club vehicles located nearby: Ella Road, Recorder Road, Riverside Road. The car club is a tried and tested method of offering access to a car on a pay as you go basis for its members, as a consequence members often choose not to purchase a car or defer buying a car. Research undertaken nationally by COMO² using Norwich research based on actual member's decisions indicates that for every single car club vehicle deployed in an area, this results in the removal of approximately 7 privately owned vehicles being parked nearby. Therefore this residential development is well sited to benefit from the provision of car club vehicles on adjacent streets.
17. There are several alternative limited waiting bays in adjacent streets at Chalk Hill Road, Rosary Road and Riverside Road, in addition visitor permits can be used in permit bay on all streets nearby.

1. ¹ <https://datashine.org.uk>

² <https://como.org.uk/shared-mobility/shared-cars/why/>

Recommendations

18. The TRO wished to enable the new households to have entitlement to 1 resident parking permit each plus the visitor permit scheme (One 4 hour permit with clock and 60 one day permits; these may be used in any combination).
19. It is recommended that the TRO is implemented as advertised to enable the planning consent to be carried out.
20. It is also recommended that the former 'limited waiting bay' adjacent to the site on St Matthews Road is converted to a permit parking bay for the benefit of all residents in this controlled parking zone. This will require a further Traffic Regulation Order to be advertised. This additional bay will minimize the impact of the additional permit entitlement. This TRO can be advertised for consultation and subject to consultation and delegated approval could be implemented within three months.

Timescales

21. The recommended permit entitlement can be implemented immediately. The new permit parking bay can be advertised and implemented within 3 months. Once the TRO has been sealed the developer can install new parking signs and road markings to the council's specification.

Integrated impact assessment



NORWICH
City Council

Report author to complete

| | |
|-----------------------------------|-----------------------------------|
| Committee: | Norwich Highways Agency Committee |
| Committee date: | 19 December 2019 |
| Director / Head of service | Andy Watt |
| Report subject: | St Matthews Road TRO |
| Date assessed: | 30/10/2019 |

| | Impact | | | |
|---|-------------------------------------|--------------------------|--------------------------|-----------------|
| Economic (please add an 'x' as appropriate) | Neutral | Positive | Negative | Comments |
| Finance (value for money) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Other departments and services e.g. office facilities, customer contact | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| ICT services | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Economic development | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Financial inclusion | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | | | | |
| Social (please add an 'x' as appropriate) | Neutral | Positive | Negative | Comments |
| Safeguarding children and adults | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <u>S17 crime and disorder act 1998</u> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Human Rights Act 1998 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Health and well being | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | | | | |
| Equality and diversity (please add an 'x' as appropriate) | Neutral | Positive | Negative | Comments |
| Relations between groups (cohesion) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

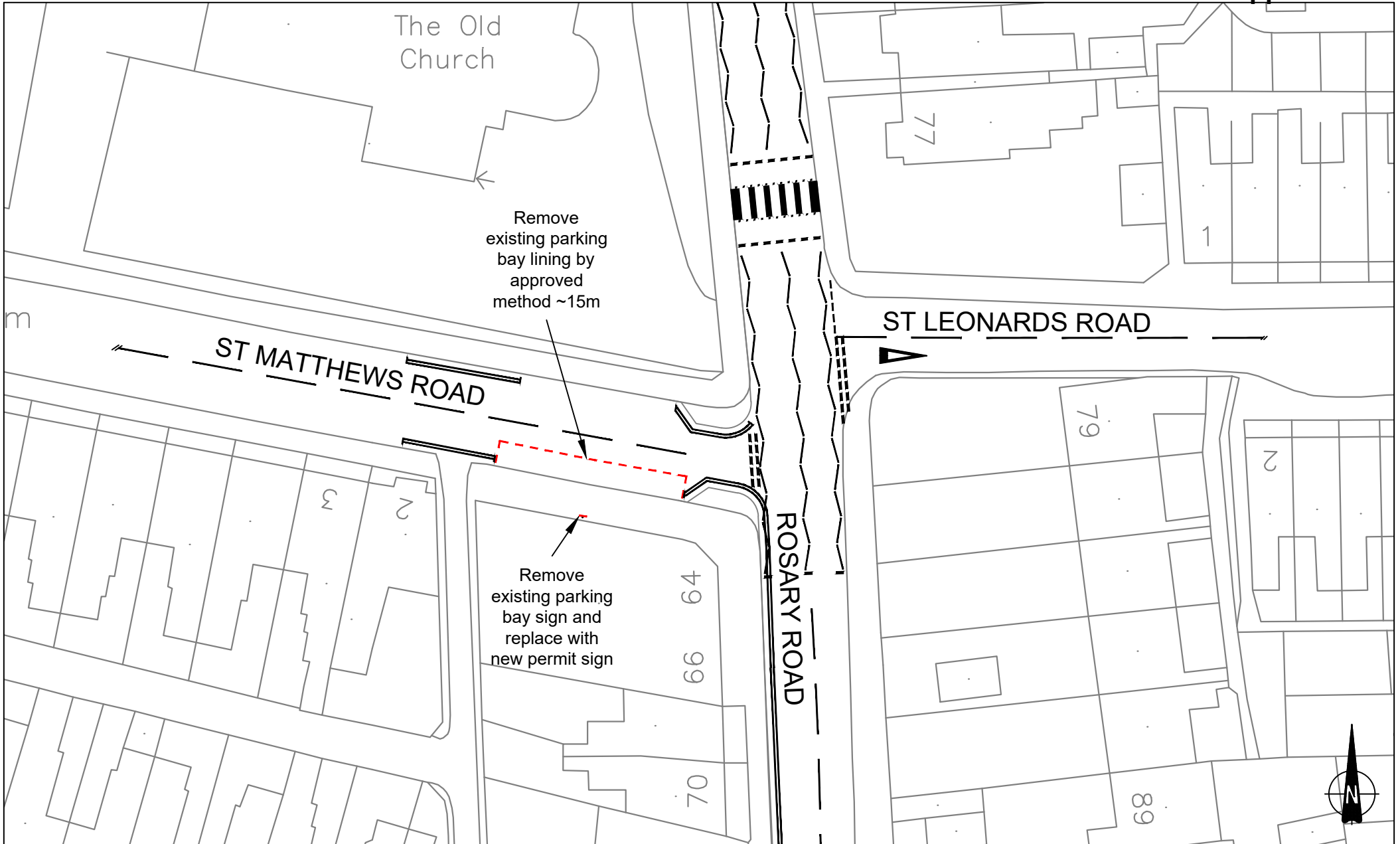
| | Impact | | | |
|---|-------------------------------------|--------------------------|--------------------------|-----------------|
| Eliminating discrimination & harassment | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Advancing equality of opportunity | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Environmental (please add an 'x' as appropriate) | | | | |
| | Neutral | Positive | Negative | Comments |
| Transportation | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Natural and built environment | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Waste minimisation & resource use | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Pollution | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Sustainable procurement | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Energy and climate change | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| (Please add an 'x' as appropriate) | | | | |
| | Neutral | Positive | Negative | Comments |
| Risk management | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

| Recommendations from impact assessment |
|---|
| Positive |
| |
| Negative |
| |
| Neutral |
| None |
| Issues |
| |

Appendix 1

| Representations | Officer comment |
|--|---|
| <p>Councillor Ben Price</p> | <p>Objection to allowing new development permit entitlement Considers that the development is a new build and that the policy of not allowing new build properties permit entitlement should apply. Considers that 'six into three doesn't go' with regard to allowing the properties to have restricted permit entitlement and converting the limited waiting bay into permit parking. Comments noted: See report that explains the exceptional planning history of the site. In terms of parking capacity of the adjacent bays, it is important to consider that a controlled parking zone aims to defend parking bays from external parking demand e.g. from commuters, and that permit holders need to look for any space available within the zone. However it does not guarantee the permit holder a parking space. Given that the census indicates that a third of households in this area do not own a car, that permit entitlement would be restricted to one resident permit per household (plus use of the visitor scheme permits) and that three new parking spaces would be provided, on balance it is considered a reasonable compromise.</p> |
| <p>Resident 1 Objection to proposed permit entitlement for new dwellings. Parking issues in local area are severe. Don't understand why this development should have permit entitlement when other new developments do not.</p> | <p>Comments noted See report for rationale of allowing restricted parking entitlement associated with planning consent.</p> |
| <p>Resident 2 Objection to proposed permit entitlement for new dwellings Suggest that the limited waiting bay is converted to permit parking</p> | <p>Comments noted See report for rationale of allowing restricted parking entitlement associated with planning consent. Agree with suggestion about converting the limited waiting bay.</p> |

| Representations | Officer comment |
|--|---|
| <p>Resident 3 Objection to proposed permit entitlement for new dwellings</p> | <p>Comments noted See report for rationale of allowing restricted parking entitlement associated with planning consent. Agree with suggestion about converting the limited waiting bay.</p> |
| <p>Resident 4 Objection to proposed permit entitlement for new dwellings Believed that development would have good cycle parking and would promote car free lifestyle.</p> | <p>Comments noted See report for rationale of allowing restricted parking entitlement associated with planning consent. The development was approved with cycle parking provision.</p> |
| <p>Resident 5 Objection to proposed permit entitlement for new dwellings Concerned about an extra 12 permits being used</p> | <p>Comments noted See report for rationale of allowing restricted parking entitlement associated with planning consent. It is proposed that 1 resident permit per dwelling is provided plus the visitor scheme. However given census data indicating a third of households do not own a car in this area, actual issuance of parking permits is likely to be lower.</p> |
| <p>Resident 6 Objection to proposed permit entitlement for new dwellings</p> | <p>Comments noted See report for rationale of allowing restricted parking entitlement associated with planning consent.</p> |



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Title
St Matthews Road 2019
Proposed removal of existing limit parking bay
Replacement with Parking Permit control

| No. | Date | Notes | REVISIONS | Int. | Ckd. |
|--|------|-------|-----------|------|------|
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|--------------------------------|-------------------|
| Date 27/11/19 | Scale(s) NTS |
| Drawn By JG | Designed By KY |
| Checked By KY | NEG. No. |
| DWG. No. PL/TR/3329/802-001 | |

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