

## Report for Resolution

**Report to** Planning Applications Committee  
**Date** 13 May 2010  
**Report of** Head of Planning Services  
**Subject** 09/01542/F Land at the corner of St Saviours Lane and Blackfriars Street, Norwich

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

### SUMMARY

<b>Description:</b>	Retrospective application for use of vacant land for public car park (temporary period of up to 18 months); installation of attendants cabin; installation of lighting and provision of bins for waste collection.
<b>Reason for consideration at Committee:</b>	Contrary to Policy
<b>Recommendation:</b>	Refuse and authorise enforcement action
<b>Ward:</b>	Mancroft
<b>Contact Officer:</b>	Mr Mark Brown Senior Planner 01603 212505
<b>Valid date:</b>	20th March 2010
<b>Applicant:</b>	SGA Parking LTD
<b>Agent:</b>	Mr Dilip Agarwala

### INTRODUCTION

#### The Site

##### Location and Context

1. The application site is situated on the corner of St Saviours Lane and Blackfriars Street. It is opposite St Saviours Church to the north and the Smurfit Kappa factory to the east. The site backs on to the rear of properties which front Magdalen Street to the west, including Gurney House which is a grade II\* Listed Building. The site is within the City Centre Conservation Area and more specifically the Colegate character area which is identified as of high significance.

##### Planning History

2. Permission was granted on 19 October 2009 (App. No. 07/00587/F) for the redevelopment of the site for 52 apartments, 6 town houses, 4 live/work units and 203 square metres of B1/A2 office space. Although buildings have been demolished on the site this consent has not been implemented and expires in October 2011.
3. Prior to this planning permission was granted on 14 January 2004 (App. No. 4/2003/0240/F) for redevelopment of site to provide two - four storey office building (class B1) and 10 homes with associated parking areas. This permission has now expired.

4. Conservation Area Consent was granted for the demolition of the factory building on 23 December 2003 (App. No. 2/2003/0239/C) and this has subsequently been carried out. On 1 December 2003 planning permission (App. No. 4/2003/0618/F) was granted for three flats and maisonettes (in a two storey block) on the land between Hi Tech House and Gurney House.

## **The Proposal**

5. The proposal is for retrospective permission for use of the site as a public car park on a temporary basis for 18 months. The site would provide up to 150 spaces. Opening hours are indicated as 07:00 – 22:00 Monday to Saturday and 09:00 – 17:00 on Sundays.

## **Representations Received**

6. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. No letters of representation have been received.

## **Consultation Responses**

7. Property Services – Oppose the application for the following reasons:
  - a) Tariff levels encourage commuting and undermine the overall transport strategy and public transport system;
  - b) The site does not have marked or defined disabled spaces;
  - c) Concerns over site security;
  - d) Poor parking surface;
  - e) May prejudice the future redevelopment of the site.

# **ASSESSMENT OF PLANNING CONSIDERATIONS**

## **Relevant Planning Policies**

### **Relevant National Planning Policies**

PPS1 – Delivering Sustainable Development

Supplement to PPS1 – Planning and Climate Change

PPS5 – Planning for the Historic Environment

PPG13 – Transport

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

#### **East of England Plan 2008**

ENV7 – Quality in the built environment

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

#### **City of Norwich Replacement Local Plan 2004**

HOU9 A48 – Mixed Use Sites

HBE8 – Development within conservation areas

TRA3 – Model shift measures in support of the Norwich Area Transportation Strategy (NATS)

TRA21 – Tariffs on car parks in City centre

TRA24 – City centre strategy

## **Northern City Centre Area Action Plan 2010**

WW1 – Land west of Whitefriars – mixed use redevelopment

MV1 – Sustainable Transport

TU1 – Design for the Historic Environment

## **Supplementary Planning Documents and Guidance**

City Centre Conservation Area Appraisal – September 2007

The Norwich Area Transport Strategy (October, 2004)

## **Principle of Development**

### **Parking Policy**

8. The Norwich Area Transportation Strategy (NATS) was reviewed in 2004 and is a joint strategy between Norwich City Council, Norfolk County Council, Broadland and South Norfolk District Councils. The strategy provides the detailed policy background to transport within the Norwich area. The strategy seeks to cater for growth in travel demand, whilst maintaining or improving the quality of the built environment and supporting the economic growth of the area by accommodating the growth in demand for trips by means other than the private car.
9. NATS gives considerable emphasis to measures to promote a shift of modal choice from the car to walking, cycling and public transport. NATS policies 8 and 32 are critical to the assessment of this application. These seek to improve accessibility by accommodating growth by means other than the car and state that parking provision in the City Centre will be limited to the replacement of existing provision.
10. This is consistent with saved policies TRA3, TRA21 and TRA24 of the Local Plan as well as PPG13 which seek a modal shift away from the car and seek reduced intrusion of the car into the City Centre.
11. With reference to the level of existing public parking provision, saved local plan policy TRA21 restricts public parking to 1995 levels, more specifically 10,002 spaces. The recent closure of two levels of Anglia Square car park for safety reasons has led to public parking dropping below this level to 9,838 spaces. Furthermore large areas of surface parking are currently closed at Edward Street and Botolph Street due to the creation of the new gyratory system. As such the granting of consent for 150 spaces at St Saviours Lane would not result in an increase in public parking provision within the City Centre over 1995 levels.
12. Notwithstanding the cap under TRA21, the northern city centre and areas around Anglia Square have an oversupply of parking (even with the partial closure of car parks at Anglia Square, Botolph Street and Edward Street), particularly when compared to other parts of the City Centre and the retail and leisure functions offered. This is demonstrated by the current competition between car park operators and availability of parking in this part of the City.
13. Furthermore vacant site car parks do not support the overall transport objectives of NATS. Partly due to the oversupply of parking, particularly in this part of the City Centre the tariff regimes offer low cost all day parking and are clearly aimed at commuters. This undermines not only the overall transport strategy and increases traffic levels causing more congestion in peak periods, but it also undermines the operation of the 'Park and Ride' service. However, given that parking levels are below the threshold under policy TRA21 and given that this is a general policy over the whole of the City Centre without

more area specific criteria, it is not considered that a refusal on transport policy grounds could be justified.

14. Were the recommendation to approve the application agreement on tariff levels could be conditioned to be consistent with saved local plan policy TRA21 and policy T14 of the East of England plan to favour short stay shoppers parking.

### **Site Specific Policy**

15. The site is allocated for mixed use housing and office development under saved local plan policy HOU9 A48 and policy WW1 of the Northern City Centre Area Action Plan. The granting of consent for a car park on a permanent basis or for the 18 month period applied for would be considered contrary to the allocation of the site for mixed use development and would be considered to prejudice the redevelopment of the site.
16. It is not considered that there is any justification in this case for the granting of a consent over a shorter temporary period and there are not considered to be any other overriding material benefits from the proposals.

### **Impact on neighbour amenity**

17. The site is reasonably well set back from any neighbouring residential property, having considered the possible implications it is not considered that there would be a significant detrimental impact on the amenity of any nearby property.

### **Impact on the surrounding conservation area**

18. The site is located within the Colegate character area of the City Centre Conservation Area. The adjacent car parks are already identified as negative features within the conservation area and the use of the vacant site for car parking would further impact on the character of the conservation area extending the negative feature. Therefore, it is considered that the surface car park would have a significant negative impact on the surrounding Conservation Area. No measures for improved screening or landscaping have been proposed as part of the application to attempt to mitigate the negative impact of the car park.

## **Conclusions**

19. The provision of parking on vacant sites does not support the overall transport objectives of the Norwich Area Transport Strategy, however given that parking levels are below the threshold under policy TRA21 it is not considered that a refusal on transport policy grounds could be justified. However, the site is an allocated mixed residential and office site and it is considered that the provision of parking on the site would prejudice its redevelopment. Furthermore the site is located within the City Centre Conservation Area and it is considered that use of the site as a car park would have a negative impact on the character of the Conservation Area. The recommendation is therefore to refuse.

## **RECOMMENDATIONS**

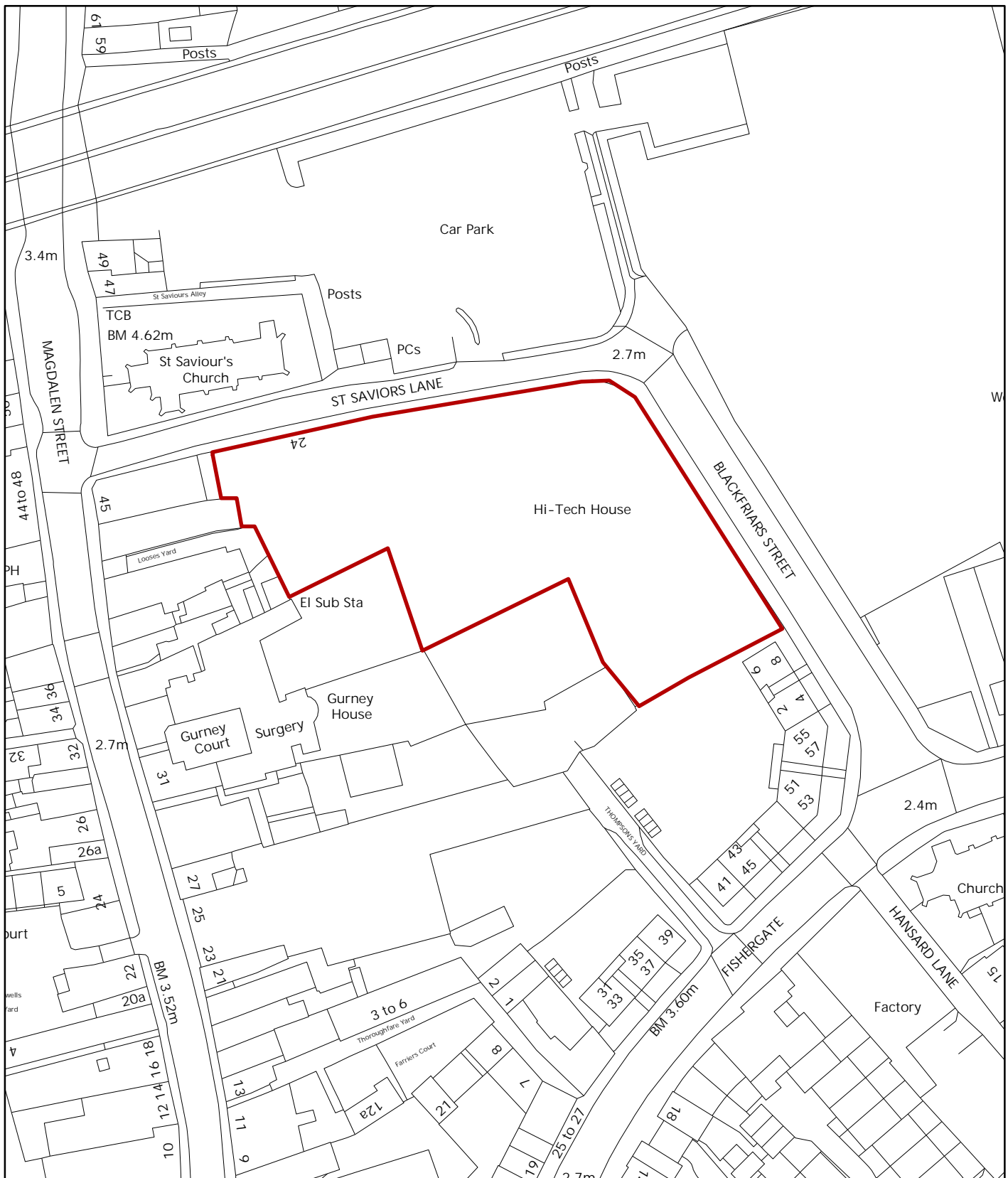
To:-

- (1) Refuse planning permission for Application No. (09/01542/F) for the following reason(s):-

1. The site is allocated for mixed use redevelopment and it is considered that use of the

site as a car park would prejudice the future redevelopment of the site, contrary to saved policy HOU9 A48 of the adopted City of Norwich Replacement Local Plan and policy WW1 of the adopted Northern City Centre Area Action Plan.

2. The proposed car park would have a negative impact on the character of the surrounding City Centre Conservation Area contrary to saved policy HBE8 of the adopted City of Norwich Replacement Local Plan, policy ENV7 of the adopted East of England Plan and the objectives of PPS5.
- (2) Authorise enforcement action to secure the cessation of the unauthorised use and the taking of legal proceedings, including prosecution if necessary.



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Planning Application No - 09/01542/F

Site Address - Land at the corner of St Saviours Lane and Blackfriars Street

Scale - 1:1,000



**NORWICH**  
City Council

PLANNING SERVICES

