NORWICH City Council

Planning Applications Committee

Date: Thursday, 09 October 2025
Time: 10:00
Venue: Mancroft room, City Hall, St Peters Street, Norwich, NR2 1NH

Members of the public, agents and applicants, ward councillors and other interested parties must notify the committee officer if they wish to speak at this meeting by 10:00 on the day before the committee meeting. The meeting will be live streamed on the council's YouTube channel.

Committee members:

Councillors:
Driver (Chair)
Sands (M) (Vice-Chair)
Caine
Fox
Hampton
Harper
Haynes
Knight
Lawes
Lubbock
Oliver
Smith

For further information please contact:

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City Hall
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NR2 1NH

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Information for members of the public

Members of the public and the media have the right to attend meetings of full council, the cabinet and committees except where confidential information or exempt information is likely to be disclosed, and the meeting is therefore held in private.
For information about attending or speaking at meetings, please contact the committee officer above or refer to the council's website

IN TRAN communication for all

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.

Agenda

Page nos

1 Apologies

To receive apologies for absence

2 Declarations of interest

(Please note that it is the responsibility of individual members to declare an interest prior to the item if they arrive late for the meeting)

3 Minutes

To confirm the minutes of the meetings held on:

- 28 August 2025
- 11 September 2025
- 25 September 2025

4 Planning applications

Please note that members of the public, who have responded to the planning consultations, and applicants and agents wishing to speak at the meeting on the following items are required to notify the committee officer by 10:00 on the day before the meeting.
Further information on planning applications can be obtained from the council's website: https://planning.norwich.gov.uk/online-applications/
Links to the Development Management Policies local plan and the Greater Norwich Local Plan are here:
Development Management Policies
Greater Norwich Local Plan
Please note:

- The formal business of the committee will commence at 10:00
- The committee may have a comfort break after two hours of the meeting commencing.
- Refreshments will not be provided. Water is available.
- The committee will adjourn for lunch at a convenient point between 13:00 and 14:00 if there is any remaining business.

4.1 25/00765/F - 71 Silver Street, Norwich, NR3 4TU 5 - 20

Single-storey rear extension and entrance porch.

4.2 24/00826/F - 4 Wall Road, Norwich, NR3 4HW 21 - 38

Subdivision of plot and erection of one self-build dwelling.

4.3 25/00750/U - Victoria House, Queens Road, Norwich 39 - 56

Change of use of car park previously associated with Victoria House to temporary car park.

Date of publication**: Wednesday, 01 October 2025**

NORWICH City Council

Item 4.1

Committee name: Planning applications

Committee date: 09/10/2025

Report from: Head of planning and regulatory services

OPEN PUBLIC ITEM

Purpose:

To determine:

Application no:	25/00765/F
Site Address:	71 Silver Street, Norwich, NR3 4TU
Decision due by:	10/10/2025
Proposal:	Single-storey rear extension and entrance porch
Key considerations:	Amenity and Design
Ward:	Sewell
Case Officer:	Adam McGregor
Applicant/agent:	Adam Smith
Reason at Committee:	Called in by Cllr Knight

Recommendation:

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

The site and surroundings

1. 71 Silver Street is a two-storey terraced residential dwelling, located within Sewell ward. The property fronts Silver Street; and, to the rear, backs on to Nightingale Lane, which separates Silver Street from Wodehouse Street. The area is largely residential.

2. The subject property, 71 Silver Street, has an existing front porch and single-storey rear extension, attached to the two-storey rear outcrop.

3. The properties on both sides of Silver Street date to the late-Victorian period. The buildings are two storeys with a dual-pitched roof, set back from the main road. A number of properties sport front porches and rear extensions, which are built on to the original two-storey rear outcrops (typical of Victorian terraces), which have a mono-pitched roof mirrored by the extension of a neighbouring property. Where there are not porches, Silver Street is characterised by brick arches above the front doorway, although, on the even side of the road, some doorways have lintels atop them.

4. 71 Silver Street already has a flat-roofed single-storey rear extension, measuring approximately 2.8m in height, 5.6m in length from the original rear wall, and 2.4m in width. This is all in line with the rear extension of no. 73.

5. 71 Silver Street already has a back-to-front porch, measuring approximately 2.8m in height to ridge, 2.4m in height to eaves, 1.4m in length, and 1.3m in width.

6. The buildings are constructed in a light brown brick, typically with white timber or uPVC-framed windows, topped by white lintels. Some properties have render, typically white. The roofs have red pantiles.

7. The buildings on the same side of the street as 71 Silver Street all have rear gardens, spanning approximately 14-18m from rear walls to Nightingale Lane and 4m in width.

Constraints

8. No statutory constraints.

Relevant Planning History

9. The records held by the city council show no planning history for the site.

The Proposal

10. The first element of the proposal is for the part-demolition of the existing rear extension (in front of and joined with the original rear outcrop), and the construction of a single-storey rear extension to replace it. The extension will have a flat roof and then a pitch, descending towards no. 69. It will measure approximately 3.3m in height at the highest point (on account of the parapet wall; the roof behind is 3.1m), 2.3m in height at the lowest point (eaves), 5.6m in length from the rear wall, and 3.9m in width (0.1m from the boundary with no. 69). This extension will be in line with the current extension of no. 73.

11. The original proposal was identical, except with the height to eaves being 2.8m and it being proposed that the extension directly adjoin the boundary with no.

69. The boundary fence measures 1.6m in height for the stretch that would be adjacent to the extension. The two houses are roughly level, as the topography declines from Wodehouse Street down towards Silver Street; and, to gain entry to the rear of this property, one must take a step down from Nightingale Lane.

12. The construction of the extension will be done in mostly matching materials. The construction will be brick and render with white PVC double-glazed windows, to match existing. The roof will largely be flat, lowering towards the boundary with a small pitched roof section, made from ply membrane to match the existing rear extension. In the centre of the roof there will be 1 rooflight, with another 3 rooflights on the pitched part of the roof.

13. There will be large bifold doors to the rear elevation (totalling 1.6m in length and 2.1m in height), opening into the extension; and one small window to its side. All will be topped by vertical bricks.

14. The second element of the proposal is for the demolition of the existing front porch, and the construction of a front porch, measuring approximately 3m in height to ridge, 2.6m in height to eaves, 1.8m in length, and 1m in width. The original proposal was identical, except with the height to ridge being 3.5m.The proposed front porch will be constructed from brick, and have a dual pitch with tiles to match existing.

Consultation responses

15. 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.

Representations

Adjacent and neighbouring properties have been notified in writing. The initial application proposed a single-storey rear extension and front porch which attracted 6 letters of objection, citing the issues listed below. The application was also ‘called in’ for consideration by the Planning Applications Committee by Cllr Knight.

Issues raised	Response
Over-dominant building	See Main Issue 2: Design.
Out-of-scale development	See Main Issue 2: Design.
Loss of light	This has been addressed by revisions to the plans. See Main Issue 3: Amenity.
Loss of outlook	This has been addressed by revisions to the plans. See Main Issue 3: Amenity.
Loss of privacy to occupants due to doors and window facing Nightingale Lane	See Main Issue 3: Amenity.
Poor design	See Main Issue 2: Design.
Door swing would impede the shared access right of way across the bisected	This is not a material planning consideration for the purposes of this application, rather it would be a private matter for residential occupants to address

Issues raised	Response
garden with no. 73	between themselves. Moreover, the doors illustrated on the plans are to be bifold, opening into the extension.
Health effects from loss of light and warmth	See Main Issue 3: Amenity
Access to sewage pipes	This is not a material planning consideration for the purposes of this application.
Rising cost of electricity as a result of loss of light	This is not a material planning consideration for the purposes of this application.
Environmental concern by crossing nutrient neutrality threshold	Nutrient Neutrality regulations only consider the impact of new over-night accommodation, and not household extensions. See 'Other Matters'.

The revised and current application proposed to reduce the eaves height from 2.8m to 2.3m, removed from the boundary by 0.1m. The ridge height of the proposed porch was reduced from 3.5m to 3m. Neighbours were reconsulted, and this attracted 4 letters of objection, citing the issues listed below.

Issues raised	Response
Loss of light	See Main Issue 3: Amenity.
Out-of-scale development	See Main Issue 2: Design.
Over-dominant building	See Main Issue 2: Design.
Loss of privacy	See Main Issue 3: Amenity.
Residential amenity	See Main Issue 3: Amenity.

Statutory and non-statutory consultees

16. No consultations were undertaken for this application.

Assessment of Planning Considerations

Relevant Development Plan Policies

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

    - DM2 Ensuring satisfactory living and working conditions
    - DM3 Delivering high quality design

18. **Relevant sections of the National Planning Policy Framework July 2021 (NPPF):**

    - NPPF12 Achieving well-designed places

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

    - GNLP2 Sustainable Communities

Case Assessment

20. 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 polices 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

21. The principle of household extension development is acceptable as it allows families to adapt their living spaces to meet their needs. A rear extension occupying space only within the curtilage of the building is not something that the planning authority would object to, subject to its compliance with other development management policies of the adopted local plan.

Main Issue 2. Design

22. Key policies and NPPF paragraphs – GNLP2, DM3, NPPF Section 12.

23. The proposal, in its original submission, featured a porch with a height to ridge of 3.5m, which would have placed it above the first-floor window, giving it a peculiar appearance. This was dealt with by reducing the height to 3m to ridge. Objections were also made to the roof form, being dual-pitched, rather than a lean-to. It is also notable that this is a brick porch proposed for a rendered façade.

24. The dimensions of the porch are now all within permitted development limits, except that the porch will be less than 2m from the boundary of the curtilage of the dwellinghouse with the highway, which would not be easy to achieve on account of the proximity of the front of the house to the boundary (approximately 2.8m). A number of properties in the area have porches of varying designs. The objections to the original plans did not relate to the width or length of the porch, but to the roof form and ridge height. The roof height is now within permitted development limits, and it is therefore considered that it would be unjustified to refuse this application on the basis of a different but still conventional roof form. Although the proposed front porch is brick rather than render, this would not disrupt the character of the area. Nos. 36 and 75 are both render but with a brick front porch, and no. 74 is brick with a render front porch. The porch is clearly subservient to the dwelling and does not significantly disrupt the character of the street.

25. While the raising of the height of the rear extension, above that of the corresponding rear extension no. 73, will create an uneven appearance, this is not uncommon on this side of Silver Street and the south side of Wodehouse Street that it faces, across Nightingale Lane. A number of properties on either side of Nightingale Lane have adjoining extensions along a boundary with different roof heights, and even different roof forms and materials. As such, the change in form resulting from the alterations proposed in this application would not be sufficient to justify refusal.

26. In terms of scale, and the objection that this extension would be over-dominant and out-of-scale, the proposed extension is in line with the existing extension, the only changes being that the extension will now nearly reach the boundary with no. 69 and will have a higher roof. An infill extension to a Victorian terraced

property is not inherently refusable and the flat roof height is only 0.3m above the 3m limit for permitted development for a terraced property. The proposed extension continues the existing extension and rear outcrop out to the boundary with no. 69, not adding any additional length.

27. The proposed works are not introducing any new materials to the area. The only significant change is the introduction of an infill extension, when properties either side of Nightingale Lane have not yet done this. However, such extensions to similar Victorian terraces also not in conservation areas have been granted planning permission across the city. The roof form – flat and then mono-pitched – is novel for the area, but it is ultimately a combination of two roof forms that are found either side of Nightingale Lane. And, moreover, it has been chosen so as to mitigate any amenity impacts upon no. 69.

28. The rear extension will be visible along Nightingale Lane, but this will most likely be used predominantly by residents to gain access to the rear of their properties. With this considered, it is our assessment that this extension will largely not be visible within the public realm and will not therefore have any significant impact upon the wider street scene and an insignificant impact upon character of the general area.

29. New doors and a window are proposed on the rear (north) elevation. Although these will vary somewhat from the prevailing design of this row of houses, their impact in terms of design is acceptable.

30. Overall, the proposal is considered to be acceptable in design terms, and accords with local policy DM3.

Main Issue 3. Amenity

31. Key policies and NPPF paragraphs – DM2, NPPF Section 12.

32. The initial designs of this proposal featured a height to eaves of 2.8m, which was deemed by the planning officer to be unacceptable and refusable, on account of amenity impacts (loss of outlook and overshadowing) to the 2 non-obscure-glazed windows, and 1 glazed door for the kitchen-diner to the rear of no. 69. A kitchen-diner is considered a habitable room and therefore local and national policies would seek to protect this space from unacceptable levels of overshadowing or loss of outlook. These concerns were echoed in the original consultation comments. Revisions were sought for a height to eaves of 2.3m, more typical of acceptable infill extensions for Victorian terraced properties in the city, which was accepted by the applicant.

33. The extension will still have an impact in terms of outlook and overshadowing upon the 3 non-obscure-glazed windows for the kitchen-diner to the rear of no. 69. There will be, as a result of the proposed works, a wall, 5.6m in length and 2.3m in height at the closest point. However, the outlook and overshadowing impacts are considered to have been acceptably mitigated by the reduction in height and 0.1m separation from the property boundary. It will also allow for an improved view of the sky, which is a key consideration for outlook concerns. The proposed extension is not considered to create the ‘tunnelling effect’ upon one rear window, mentioned in relation to outlook in DM2 – this effect has already been created by the form of nos. 69 and 71, and will not be significantly exacerbated by the proposed works.

34. The parapet wall, which has been objected to, is not deemed to have a significant impact on amenity. The parapet wall, 0.2m above and at front of the flat roof, spans approximately 0.1m of the 5.6m length of the proposed extension, so would not be deemed excessive in amenity terms. It will be approximately 1.5m from the boundary, due to the pitch descending to 2.3m at the 0.1m gap before the boundary. The architect has, in private correspondence, justified the parapet wall as 1) aesthetic, so there is not an unsightly fascia board and verge trim and 2) to ensure the rainwater is fully diverted to the side gutter, at the point where the roof transitions from flat to pitched. The height is not considered to be excessive.

35. In terms of loss of privacy due to the location of glazed doors on a shared alleyway, this loss of privacy to an applicant's property is treated differently to a loss of privacy caused to a neighbouring property. As such, such a loss is elective. Any future occupant would be aware of this situation and could use blinds or curtains to protect themselves if necessary.

36. It is not deemed likely that there will be any ill health effects arising from any loss of light and/or warmth. The current form of this proposal will not significantly restrict light to the rear of no. 69, and the overshadowing posed will not be significant.

37. The revised proposal aims to minimise overshadowing to no. 69, while allowing for sufficient headroom and insulation for no. 71. Overall, the proposal is considered to be acceptable in terms of amenity impacts, in accordance with local policy DM2.

Other matters

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

(b) River Wensum SAC

Potential effect: (a) Increased nitrogen and phosphorus loading

(b) Increased phosphorous loading

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 undertake an appropriate assessment to 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 SAC, and if so, whether or not those effects can be mitigated against.

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.

(a) Broads SAC/Broadland Ramsar

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

ii. 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?

Answer: NO

The proposal is for works to an existing dwelling and will not impact upon the

average occupancy figures for dwellings across the catchment and will therefore not impact upon water quality in the SAC.

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

(b) River Wensum SAC
i. Does the plan or project create a source of water pollution or have an impact on water quality (e.g. alters dilution)? AND
ii. 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?

Answer: NO

The proposal is for works to an existing dwelling and will not impact upon the average occupancy figures for dwellings across the catchment and will therefore not impact upon water quality in the SAC. In addition, the discharge for WwTW is downstream of the SAC.

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

Equalities and diversity issues

39. There are no equality or diversity issues.

Local finance considerations

40. 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.

41. In this case local finance considerations are not considered to be material to the case.

Human Rights Act 1998

42. 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.

43. 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

44. 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

45. To approve application 25/00765/F and grant planning permission subject to the following conditions:

    1) Standard time limit;

    2) In accordance with plans.

46. And the following informative:

    1) Biodiversity Net Gain not required.

Contact officer: Planner

Name: Adam McGregor

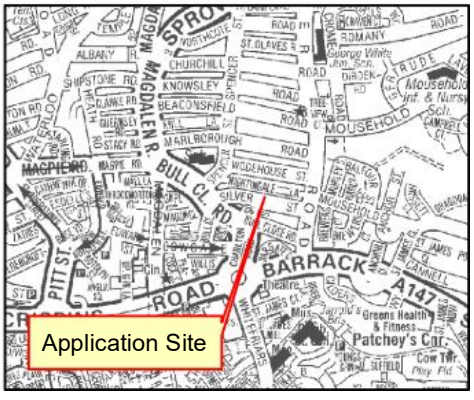
Telephone number: 01603 989229

Email address: adammcgregor@norwich.gov.uk

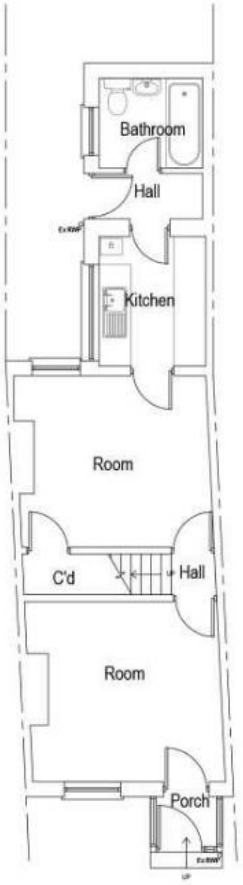
IN TRAN communication for all	If you would like this agenda in an alternative format, such as a larger or smaller font, audio or Braille, or in a different language, please contact the committee officer above.

Scale: 1:500

Planning Application No: 25/00765/F
Site Address: 71 Silver Street
Norwich
NR3 4TU



NORWICH City Council
PLANNING SERVICES

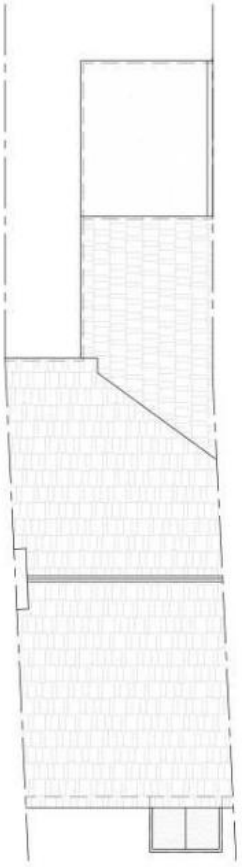


Existing Ground Floor Plan

Area ca. 38.68 m²

Existing First Floor Plan

Area ca. 32.38 m²



Existing Roof Plan

Arkiplan
ArkiPlan Architectural Ltd • Enquiries@ArkiPlan.co.uk
Lytchett House, 13 Freeland Park, Wareham Road, Poole, Dorset, BH16 6FA

Site	71 Silver Street, Norwich NR3 4TU	Date	05.09.2025
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		Job	New Extension
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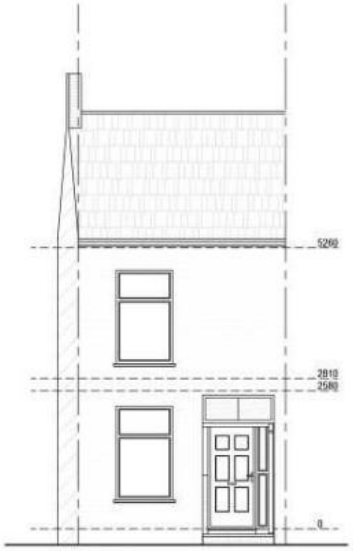
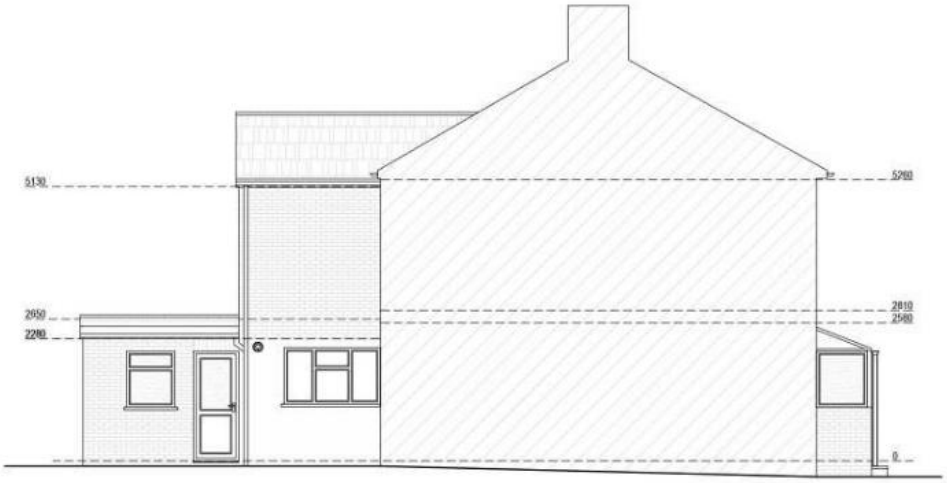
Title Number	NK27935	Title	As Shown



Existing South Elevation



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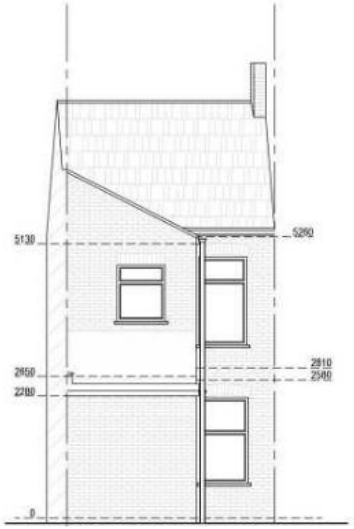

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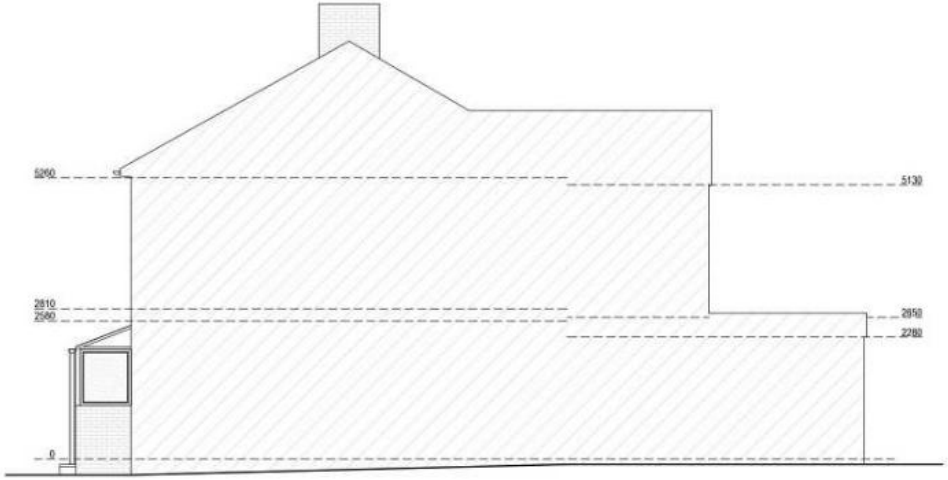

Existing East Elevation

Arkiplan
ArkiPlan Architectural Ltd • Enquiries@ArkiPlan.co.uk
Lytchett House, 13 Freeland Park, Wareham Road, Poole, Dorset, BH16 6FA

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		Sheet	25-1439 D04 REV 3
		Job	New Extension
		Scale	1:50 @A1, 1:100 @A3
Title Number	NK27935	Title	As Shown

Symbol Key:

Boundary line

Demolished

Details above

Proposed Ground Floor Plan

Area ca. 45.84 m²

Additional Area: 7.16 m²

Proposed First Floor Plan

Area ca. 32.38 m²

Additional Area: 0.00 m²

Proposed Roof Plan

Arkiplan

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Lytchett House, 13 Freeland Park, Wareham Road, Poole, Dorset, BH16 6FA

Site	71 Silver Street, Norwich NR3 4TU	Date	05.09.2025
		Sheet	25-1439 D03 REV 3
		Job	New Extension
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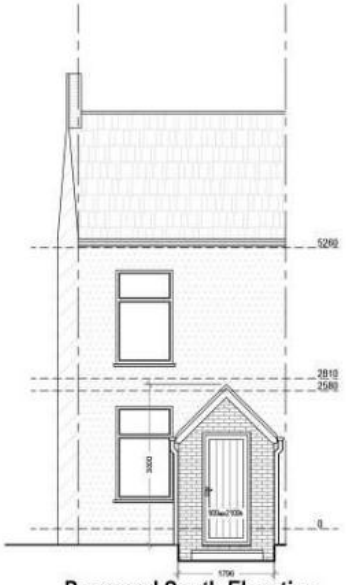
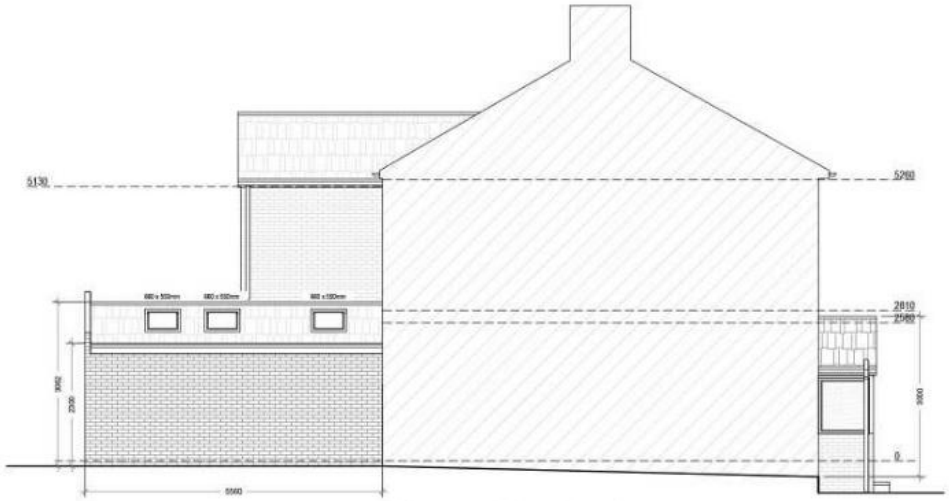
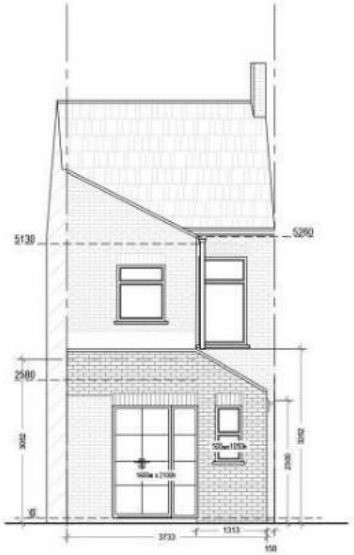


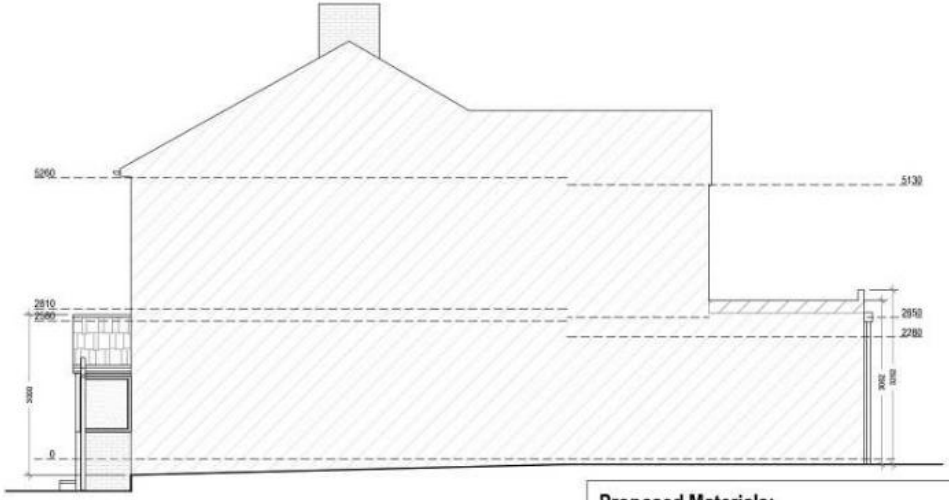
Proposed South Elevation



Proposed West Elevation



Proposed North Elevation



Proposed East Elevation

Proposed Materials:
Walls: Render (smooth render)
Walls: Brick (to match existing)
Pitched roof: Tile (to match existing)
Flat roof: Ply membrane (to match existing)
Windows: Double glazed (to match existing)
Skylights: Size as indicated (not protruding more than 150mm above the existing roof plane)

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Site	71 Silver Street, Norwich NR3 4TU	Date	05.09.2025
		Sheet	25-1439 D05 REV 3
		Job	New Extension
		Scale	1:50 @A1, 1:100 @A3
Title Number	NK27935	Title	As Shown

NORWICH City Council

Item 4.2

Committee name: Planning applications

Committee date: 09/10/2025

Report from: Head of planning and regulatory services

OPEN PUBLIC ITEM

Purpose:

To determine:

Application no:	24/00826/F
Site Address:	4 Wall Road Norwich NR3 4HW
Decision due by:	**17/10/2025**
Proposal:	Subdivision of plot and erection of one self-build dwelling.
Key considerations:	Principle of Development; Design; Amenity; Transport; Flood Risk; Trees; Biodiversity
Ward:	Sewell
Case Officer:	Samuel Walker - samuelwalker@norwich.gov.uk
Applicant/agent:	Mr M Briggs / K Garnham Design
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 at the end of this report and subject to receipt of proof of purchase of nutrient credits.

The site and surroundings

1. The site is located on the junction of Wall Road with Sprowston Road in the North of the City within the Ring Road. Wall Road is characterised primarily by twentieth century residential dwellings of varying designs and scales. The subject property itself is a semi-detached two storey dwelling with a hipped pan tiled roof, rendered walls and a small lean-to canopy roof across the front elevation.

2. Opposite the site is a relatively recent housing development site on the grounds of a former school playing field.

3. To the north on Sprowston Road is a supermarket and local centre, Sprowston Road is an arterial transport route into and out of the city centre.

Constraints

4. Critical Drainage Catchment Area (Policy DM3, DM5)

5. The Broads Special Area of Conservation (SAC) Yare Catchment – Nutrient Neutrality mitigation requirement.

6. TPO Trees (TPO.135) in neighbouring site at 312 Sprowston Road.

7. Norfolk County Council owned street tree off site to street frontage adjacent to vehicular access to site.

Relevant Planning History

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

Case no	Proposal	Decision	Date
4/2003/0409	Erection of conservatory at rear.	APPR	27/05/2003

The Proposal

9. The proposed development is to subdivide the plot at 4 Wall Road. This property has a large garden area to the side of the existing property. The existing dwelling is to be retained. It is understood that minor alterations are proposed to the existing dwelling, although these are not the subject of this application.

10. One additional detached ‘self-build’ dwelling is proposed to the new plot. This is a two-storey gable end design.

Summary of Proposal – Key facts:

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

Scale	Key Facts
Total floorspace	79m sq
No. of storeys	Two
Max. dimensions	6.1m wide x 8.4m deep x 7.55m tall

Appearance	Key Facts
Materials	Red and buff brickwork, terracotta roof tiles, aluminium fenestration
Energy and resource efficiency measures	Air source heat pump

Transport Matters	Key Facts
Vehicular access	Via existing vehicular access
No. of car parking spaces	Two spaces, one per dwelling, both served by an EV charging point.
No. of cycle parking spaces	Two spaces per dwelling, within bike stores in rear gardens.
Servicing arrangements	Bin storage provided in private rear gardens.

Representations

12. Adjacent and neighbouring properties have been notified in writing. There were two periods of public consultation for this application; the first commenced on 11/09/2024 when the application was first validated, no letters of representation were received from that consultation. In March 2025 two neighbouring residents advised that they had not been in receipt of the notification of this consultation. As such a second period of public consultation was undertaken to ensure that appropriate consultation was undertaken. Two letters of representation have been received citing the issues as summarised in the table below:

Issues raised	Response
Principle (DM12b) - Proposals should have no detrimental impacts upon the character and amenity of the surrounding area (including open space and designated and locally identified natural environmental and heritage assets) which cannot be resolved by the imposition of conditions	See Main Issue 1: Principle of Development
Visual harm to the wider street scene	See Main Issue 2: Design
Outlook, loss of light, proximity of proposed house to boundary; noise impact of air source heat pump. Overlooking	See Main Issue 3: Amenity

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. No objections to this application.

Highways (local highways authority) (Norfolk County Council)

15. Initial comments requested updates to the proposed plans to show:
    Parking spaces at 2.5m x5m for each space.
    A 6m turning space for the parking.
    Surface material for parking space to be gravel in geogrid, not loose gravel.
    Electric Vehicle (EV) charging point associated with the new dwelling.
    Query regarding removed concrete wall – what will replace this to prevent cars driving over the verge?

16. Follow up comments received 10 October 2024
    Thank you for consulting the highway authority and facilitating dialogue with the applicant to secure an improved parking layout with adequate turning space.

17. The extant vehicle access will be adequate without further improvement.

18. It is noted that for dwellings of this size, Norfolk parking guidelines advises 2 car spaces per dwelling. Yet just 1 car space each, two in total is proposed. Whilst this may result in some displacement of parking onto the street, there are adequate waiting restrictions to protect the adjacent road junctions to maintain safety, therefore it would be difficult to sustain an objection.

19. The provision of EV charging facilities is welcome.

20. Your authority may wish to secure cycle parking through condition.

SHC 21 amended
Prior to the first use of the development hereby permitted the proposed on-site car parking/turning area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
Reason: To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety.

Tree Protection Officer (Norwich City Council)

21. No objections from an arboricultural perspective. Condition TR7 - works on site in accordance with AIA/AMS/TPP, would be appropriate. Please note, T1 is an 'off-site' tree, under the management of Norfolk County Council, any proposed works to this tree will require input/permission, from the tree officer at Norfolk County Council.

Natural England

22. Summary of consultation response No Objection - subject to appropriate mitigation being secured.

23. Natural England considers that without appropriate mitigation the application would have an adverse effect on the integrity of European designated sites.

Assessment of Planning Considerations

Relevant Development Plan Policies

24. **Greater Norwich Local Planfor Broadland, Norwich and South Norfolk adopted March 2024 (GNLP)**

- GNLP1 Growth Strategy
- GNLP2 Sustainable Communities
- GNLP3 Environmental Protection and Enhancement
- GNLP5 Homes
- GNLP7.1 Growth in the Norwich Urban Area and fringes

25. **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
- DM4 Providing for renewable and low carbon energy
- DM5 Planning effectively for flood resilience
- DM6 Protecting and enhancing the natural environment
- DM7 Trees and development
- DM12 Ensuring well-planned housing development
- DM15 Safeguarding the city's housing stock
- DM28 Encouraging sustainable travel
- DM30 Access and highway safety
- DM31 Car parking and servicing

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

- NPPF2 Achieving sustainable development
- NPPF4 Decision-making
- NPPF5 Delivering a sufficient supply of homes
- NPPF9 Promoting sustainable transport
- NPPF11 Making effective use of land
- NPPF12 Achieving well-designed places
- NPPF14 Meeting the challenge of climate change, flooding and coastal change
- NPPF15 Conserving and enhancing the natural environment

27. **Other material considerations**

- Internal space standards information note March 2015

Case Assessment

28. 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 polices 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

29. Key policies and NPPF paragraphs – GNLP5, DM12, NPPF Paragraph 11 and Section 5.

30. Paragraph 75 of the NPPF states that local authorities should consider the case for setting out policies to resist inappropriate development in residential gardens. The council considered this matter as part of the development of policies in the local plan and concluded that the criteria based policies in DM3 and DM12 are satisfactory to determine applications for dwellings in gardens. Therefore there are no specific local policies restricting new dwellings in the gardens of existing properties.

31. The principle of residential development is acceptable on this site under policy DM12, subject to the criteria in the second part of DM12 and subject to the other policy and material considerations detailed below, given that:

    a. The site is not designated for other purposes;

    b. The site is not in a hazardous installation notification zone;

    c. The site is not in the late night activity zone;

    d. It does not involve the conversion of high quality office space; and

    e. It is not in the primary or secondary retail area or in a district or local centre.

32. Regarding criteria a) to f) in the second part of policy DM12:

33. The proposal does not compromise the delivery of wider regeneration proposals. It is considered to be consistent with spatial planning objectives for sustainable development set out in the GNLP and policy DM1

34. The proposed subdivision of the plot and construction of an additional dwelling are not considered to have detrimental impacts upon the character and amenity of the surrounding area, this is covered in more detail below.

35. The proposal contributes to achieving a diverse mix of uses within the locality.

36. The proposal contributes to a mix of dwellings, in terms of size, type and tenure.

37. The proposal achieves a density in keeping with the existing character and function of the area, taking account of the proximity to local services, and public transport routes.

38. The proposal is for one additional dwelling, this is not required to provide affordable housing.

39. Norwich City Council is currently unable to demonstrate a five-year housing land supply as required by the National Planning Policy Framework (NPPF). This engages the presumption in favour of sustainable development, as

outlined in paragraph 11(d) of the NPPF. In such circumstances, planning permission should be granted without delay unless the application of policies in the NPPF provides a clear reason for refusal. In the assessment of this case, there are no overriding constraints or significant adverse impacts that would demonstrably outweigh the benefits of providing additional housing in this location.

40. One letter of representation refers to pre application advice provided to a previous occupier. This relates to a different scheme to that proposed under this application, it also did not involve the same extent of demolition to facilitate the proposal. At the time of that pre application advice Norwich City Council was able to demonstrate a five-year land supply; that is no longer the case. In accordance with NPPF paragraph 11.d) ii) The proposed development is in a sustainable location, makes effective use of land and secures well designed places.

41. In accordance with the above, the proposal for subdivision of this plot for the construction of a new dwelling and refurbishment of an existing dwelling are considered to be acceptable in principle.

Main Issue 2. Design

42. Key policies and NPPF Sections– GNLP2, DM3, NPPF Section 12.

43. Subdivision of existing plot at 4 Wall Road:

44. As part of the subdivision works, an existing garage is to be demolished; this sits at the location of where the two rear gardens shall be split. The removal of this garage is permitted development.

45. Proposed New Dwelling in subdivided Plot:

46. The proposed two storey residential dwelling has an overall height consistent with the neighbouring dwellings, the eaves height is consistent with that of the existing dwelling at 4 Wall Road. This is an appropriate height for the proposed dwelling.

47. Wall Road is characterised by residential dwellings, however there is a wide variety of properties and designs in this location from relatively large detached properties with reasonably generous gardens to small bungalows and modest plots. There are hipped roofs, gabled roofs, brick finished properties and rendered properties.

48. The proposed dwelling is a detached two storey property with a gabled roof fronting Wall Road, the proposed scale and form is considered appropriate for this location.

49. The proposed red clay pantile roof is in keeping with the character of the area for roof finishes and is considered acceptable.

50. The proposed brickwork finish of Wienerberger Terca Aldbury Multi Stock Bricks with additional feature brickwork in Wienerberger Stamford Weathered Buff brick is considered to be acceptable, the details add interest to the external appearance.

51. The proposed grey aluminium windows are considered acceptable for a residential dwelling in this location.

52. The proposed design is considered to be in accordance with policy DM3 – Delivering High Quality Design in that the detached dwelling is in keeping with the character of the surrounding neighbourhood in its scale, design and proposed use of materials. The proposal makes efficient use of land with sufficient space for car parking, bin and cycle storage. The density is in keeping with the existing character, paragraph e) indicates higher density is accepted within district and local centres and locations of high accessibility. The height, massing scale and form is in keeping with that of the prevailing area and the host building at 4 Wall Road.

Main Issue 3. Amenity

53. Key policies and NPPF Section – DM2, DM11, NPPF Section 12.

54. The proposed dwelling retains separation between neighbouring properties. The buildings are consistent within the building line on Wall Road.

55. The topography of the site is such that the land falls from west to east, the proposed new dwelling sites lower in the topography than the neighbouring property at 6 Wall Road; at the closest point, the proposed dwelling is separated by approximately 4.5 metres; this increases to approximately 6.9 meters towards the front of the properties. At ground floor on the east elevation to 6 Wall Road there is a side entrance door to a lobby area and windows serving a kitchen/utility room and bathroom. The BRE Guidance document Site Layout Planning for daylight and sunlight indicates that windows to bathrooms, toilets, storerooms and circulation spaces need not be analysed, however it is considered that the proposed separation would still allow diffused daylight within these spaces. The living room and kitchen at ground floor level are served by larger windows/patio doors to the north and south elevations which are not considered to be impacted by the proposed new development.

56. It is considered that the circumstances relating to the existing ground floor windows are similar to those experienced between number 10 and number 8 Wall Road with a similar spacing between those properties – relating to morning sun/outlook; and between 16 and 18 Wall Road, but in this circumstance relating to afternoon/evening sun. The spacing between 4 and 6 Wall Road is more the anomaly than the norm for the character of this Road.

57. There is a bedroom to the first floor which is served by a single east facing window, as demonstrated in the additional information submitted by the applicant, this window passes the 25 degree tests set out in the BRE guidance whereby the proposed development is unlikely to have a substantial effect on the diffuse skylight enjoyed by this room.

58. Whilst it is acknowledged that a proposed new dwelling will have some impact upon the existing property at 6 Wall Road, it is considered to be within the guidelines set out in relevant guidance not to have sufficient detrimental impact on neighbouring occupiers to warrant rejection of the proposed plans.

59. The application proposes a single window to the west elevation serving the stairwell, this is not considered to cause overlooking issues between the two properties.

60. The boundary to the north has an existing brick wall up to approximately 1.8m tall with an additional extent of timber fence above that taking the boundary wall above 2.0m tall, beyond this there is extensive planting and tall trees; it is considered that this extensive screening precludes any overlooking impact to the north at either ground or first floor

61. Following negotiated revisions to the proposed plans, the proposed two bedroom dwelling is consistent with the nationally described space standards, as such the proposed living environment is considered to be acceptable for future occupiers. The proposed development is not considered to be impacted by overlooking, overshadowing or outlook from neighbouring properties.

62. The proposed dwelling is not considered to be subject to noise and disturbance issues. It does propose installation of air source heat pump, the specification of which has been reviewed by a consulting environmental protection officer who raises no objection to the specification – the maintenance of this should be controlled by condition to ensure that it does not become a noise issue in the future.

63. The proposed alterations to facilitate the subdivision of this property include the demolition of an existing single storey rear extension to 4 Wall Road, and the demolition of an existing garage to the northwest of the existing property. The removal of these elements enables both the existing and proposed property to have private external garden space with sufficient space to accommodate bin and bike storage as well as a rotary drier.

64. In conclusion, in accordance with Policy DM2 – Ensuring satisfactory living and working conditions; the proposed development is in accordance with the technically described space standards for residential dwelling. With regard impacts upon existing occupiers the proximity of the proposed dwelling in the building line with existing properties is not considered to give rise to overlooking and the loss of privacy; this is particularly relevant to the existing boundary treatments to the north and west as described above including significant existing tree cover. Impacts upon overshadowing and loss of light are acknowledged to an extent, but are considered to be within the guidelines set out by BRE and aided by the topography of the site, site layout and design of the dwelling. The proposed air source heat pump is not considered to be of a specification to cause environmental impacts.

65. The future occupiers are considered to be provided with a good standard of both internal and external amenity, with a good space inside with good levels of natural light, external amenity spaces with storage space for bins and bikes as well of private off street parking.

Main Issue 4. Transport

66. Key policies and NPPF Sections – GNLP2, GNLP4, DM28, DM30, DM31, NPPF Section 9.

67. 4 Wall Road is a sustainably located site within close proximity to Sprowston Road/Shipfield District Centre. This is a well established residential area which is host to a range of residential dwelling types from historic detached properties to 20th Century detached and semi detached properties, to high density flatted developments and modern town houses. Sprowston Road is a main arterial

route into the city centre and out of the city to the north, it is well served by public transport links.

68. Following initial comments from the Norfolk County Council Highways team the proposed layout of the front curtilage has been subject to some revision. The layout now includes re-establishment of the boundary wall to ensure that the access to the driveway is only via the formal tarmac access; this is to ensure that occupiers are not tempted to drive over the grass verge to access the property.

69. The layout of the parking spaces has been revised to ensure that each property has one parking space with the appropriate 6m turning space available to each car. Each parking space is to be provided with an Electric Vehicle charging point. Sufficient space has been provided to enable turning of vehicles within the curtilage. This is in accordance with the requirements set out in Norwich City Council Development Management Policies Plan Appendix 3 which require a dwelling in this location to have a minimum of 0.5 parking spaces per dwelling and a maximum of 1.33 parking spaces per dwelling. The consultation response from Norfolk County Council Highways refers to County Council parking standards, these do not apply here as Norwich City Council Appendix 3 takes precedence.

70. Storage space for three number bins per property has been provided.

71. Covered and secure cycle parking has been specified for both properties; this should be secured by condition requiring provision in accordance with the supplied details.

Main Issue 5. Flood risk

72. Key policies and NPPF Sections – GNLP2, DM5, NPPF Section 14.

73. 4 Wall Road is in Flood Zone 1, the site is already in residential use, as such a sequential test/flood risk assessment is not required for the proposed residential development

74. Surface Water – the application site is within the critical drainage catchment area. Policy DM 5 requires that:

    "*Development must, as appropriate, incorporate mitigation measures to reduce surface water runoff, manage surface water flood risk to the development itself and to others, maximise the use of permeable materials to increase infiltration capacity, incorporate on-site water storage and make use of green roofs and walls wherever reasonably practicable.*

    The use of permeable materials, on-site rainwater storage, green roofs and walls will be required unless the developer can provide justification to demonstrate that this would not be practicable or feasible within the constraints or configuration of the site, or would compromise wider regeneration objectives."

75. The application involves the demolition of an existing rear extension (16.0m²) and outbuildings (17.4m²), (combined footprint of 33.4m²). The agent has advised that the permeability and surface water runoff will be improved through the inclusion of water butts to both the existing and proposed dwelling. Further

to this the existing hard surfaced rear garden is to be replaced with soft landscaping. The driveway to the front is to be enhanced with a gravel in geogrid surfacing, increasing the volume of surface water that could be held within the substrate of the drive. This should be reserved by condition.

Main Issue 6. Trees

76. Key policies and NPPF Sections – GNLP2, GNLP3, DM7, NPPF Section 15.

77. The proposed development does not require the removal of any trees. However, there proposals impact root protection zones and propose root pruning to TPO trees to the north of the site in the neighbouring plot at 312 Sprowston Road; and root pruning to a Norfolk County Council owned Wall Road street tree off site. The application for the proposed development has been accompanied by an arboricultural impact assessment and a tree protection plan. The details have been reviewed by Norwich City Council's Tree Protection Officer who recommends a condition requiring work to be carried out in accordance with the Arboricultural Impact Assessment (AIA) and Tree Protection Plan (TPP). The AIA advises that an Arboricultural Method Statement will be required post receipt of planning approval. This should be required by condition.

Main Issue 7. Biodiversity

78. Key policies and NPPF Sections – GNLP3, DM6, NPPF Section 15.

79. 4 Wall Road is not a protected site, there are not considered to be protected species present on this site.

80. As a self-build project, the proposal is exempt from Biodiversity Net Gain requirements, this should be reserved by condition to ensure that if the property is retained as self-build for a minimum period of three years from first occupancy. If released foe commercial sale within this time, Biodiversity Net Gain exemption falls away and statutory requirements are required to be met.

81. Although the site is exempt from Biodiversity Net Gain requirements, adopted policy DM6 'protecting and enhancing the natural environment' requires that "*Opportunities should be taken to incorporate and integrate biodiversity, green infrastructure and wildlife friendly features in the design of individual schemes*". As such the development should include small mammal access in any new boundary treatments, bird/bat box, and biodiversity rich species of planting, these elements should be reserved by condition in association with a proposed landscaping scheme.

82. In March 2022 Natural England told councils in Norfolk that some developments, including new homes, could harm protected rivers and wetlands due to nutrient pollution. The Conservation of Species and Habitats Regulations 2017 requires that the council must make sure new developments don't harm protected habitats like the Broads and River Wensum. This proposal is therefore required to provide mitigation to offset the additional nutrient load that it shall make into the catchment. This has been sought through purchase of Credits from Norfolk Environmental Credits. Natural England have been consulted on the proposed development and the amount of credits sought. The consultation provided by Natural England outlines concern that the application cannot demonstrate that it is nutrient neutral as mitigation

credits have not been secured at the point of the consultation. However, as the competent authority, Norwich City Council have determined the quotation provided by Norfolk Environmental Credits (NEC) aligns with the number of credits required for the site, as illustrated in Stage 4 of the Norfolk Budget Calculator. This is deemed suitable at this stage to refer the application to Planning Applications Committee for consideration and a resolution to determine. However, a decision will not be issued until the applicant demonstrates that mitigation credits have been purchased in full, thus demonstrating that the application is nutrient neutral at the point of granting consent. This is therefore compliant with the requirements of Natural England.

83. Since the 31 March 2022, the Council has been charging a Recreational Access Mitigation Strategy (RAMS) tariff to applications that result in a net increase in residential dwellings. A RAMS (Recreational Access Mitigation Strategy) tariff is a payment that is being collected across all local planning authorities in Norfolk. It will allow councils to fund a package of measures to manage and reduce the impact of people making extra visits to Special Areas of Conservation (SACs) in the county – for example, the Wash, the Broads and the Norfolk coast.

84. The council has a legal duty under the Habitats Regulations to ensure that any harm that may be caused by these additional visits is addressed and cannot grant permission unless it is satisfied that this is the case.

85. Green Infrastructure and Recreational Access Mitigation (GIRAMS) The Norfolk GIRAMS identifies a detailed programme of County-wide measures to mitigate against the adverse implications of in-combination recreational impacts on the integrity of the Habitats Sites caused by new residential development and tourist accommodation. The strategy introduces a per-dwelling tariff to ensure development is compliant with the Habitats Regulations; the collected tariff will fund a combination of hard and soft mitigation measures at the designated Habitats Sites to increase their resilience to greater visitor numbers.

86. As the proposed new dwelling is an affected development type, the applicant has entered into a Unilateral Undertaking to mitigate the impacts of increased population in this catchment.

Other matters

87. Energy and water efficiency. Key policies and NPPF Sections –DM1, GNLP2, NPPF Section 14. The proposed development includes an air source heat pump which is considered to be a suitable domestic appliance for sustainable energy provision.

88. The submitted Nutrient Neutrality budget calculator for this application was based on the use of 110 litres of water per person per day; as such this should be secured by condition to ensure that the water efficiency is secured for the duration of the lifetime of the development.

89. Landscaping and open space. Key policies and NPPF Sections – GNLP2, GNLP3, DM3, DM8, NPPF Section 15. The proposed residential development has various areas of landscaping within the plot, the specific materials and planting schedules have not been agreed, these should be reserved by condition.

Equalities and diversity issues

90. There are no equality or diversity issues.

S106 Obligations

91. A GIRAMS Unilateral Undertaking has been agreed for this application.

Local finance considerations

92. 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.

93. In this case local finance considerations are not considered to be material to the case.

Human Rights Act 1998

94. 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.

95. 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

96. 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

97. To approve application 24/00826/F – 4 Wall Road, Norwich, NR3 4HW and grant planning permission subject to securing nutrient neutrality mitigation and the following conditions:

    1. Standard time limit;

2. In accordance with plans;
3. Landscape scheme (small sites)
4. Biodiversity Enhancements including small mammal access
5. Sustainable Drainage (SuDS)
6. Car parking to be area to be provided before first occupation of new development
7. Bin and Bicycle storage provided before first occupation.
8. Works on site in accordance with Tree Protection requirements: AIA/AMS/TPP
9. In accordance with materials specified
10. Maintenance of air source heat pump
11. Water efficiency 110 litres per person, per day
12. Biodiversity exemption to be reviewed if self-build exemption falls away.

Informatives

- Building Regulations Approval Required
- Construction working hours
- Biodiversity Net Gain - exemption

Contact officer: Planner

Name: Samuel Walker

Telephone number: (01603) 989611

Email address: samuelwalker@norwich.gov.uk

IN TRAN communication for all	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.

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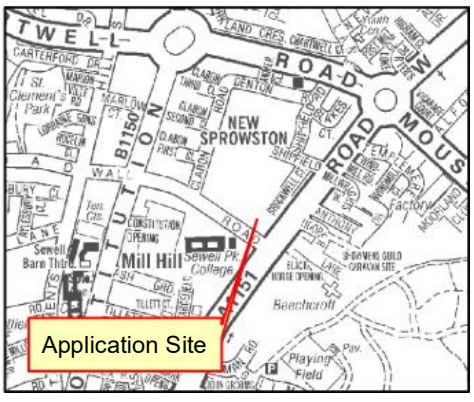

Planning Application No: 24/00826/F
Site Address: 4 Wall Road
Norwich
NR3 4HW

NORWICH City Council
PLANNING SERVICES

EXISTING SURVEY AND PROPOSED ALTERATIONS AT 4 WALL ROAD, NORWICH, NR3 4HW

FOR PLANNING SUBMISSION

LOCATION PLAN

0 20 40 60 80 100 120 [M]

Location Plan - Metres @ 1:1250 @ A1

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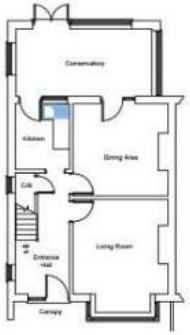
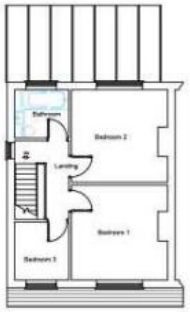
LAYOUT PLANS - EXISTING



GROUND FLOOR LAYOUT PLAN



FIRST FLOOR LAYOUT PLAN

ELEVATIONS / FLOORPLANS @ 1:100

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Metres @ 1:100 @ A1

BLOCK PLAN

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Block Plan - Metres @ 1:500 @ A1

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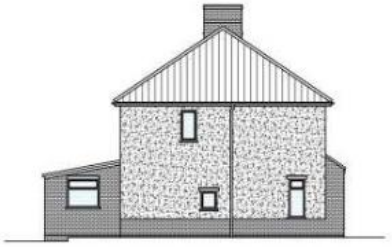
LAYOUT PLANS - PROPOSED

GROUND FLOOR LAYOUT PLAN

FIRST FLOOR LAYOUT PLAN

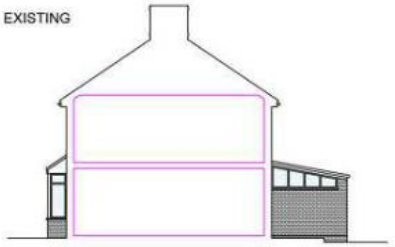
SOUTH WEST ELEVATION



NORTH WEST ELEVATION

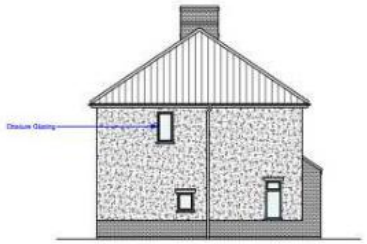
ELEVATIONS - EXISTING

NORTH EAST ELEVATION



SOUTH EAST ELEVATION / SECTION

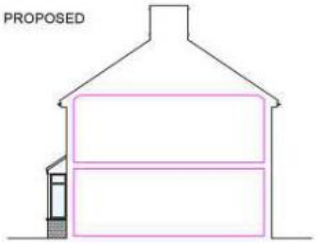
SOUTH WEST ELEVATION



NORTH WEST ELEVATION

ELEVATIONS - PROPOSED

NORTH EAST ELEVATION



SOUTH EAST ELEVATION / SECTION

PLS Station Table - OSTN15 Forced To Scale Factor 1				
Station Name	Easting (m)	Northing (m)	Height (OSGM15)	Station Marker
STNPLS1	623681.920	310766.781	23.060	Mag Nail & Washer
STNPLS2	623699.192	310762.857	22.570	Mag Nail & Washer
STNPLS3	623717.271	310738.633	21.487	Mag Nail & Washer

KGARNHAM DESIGN
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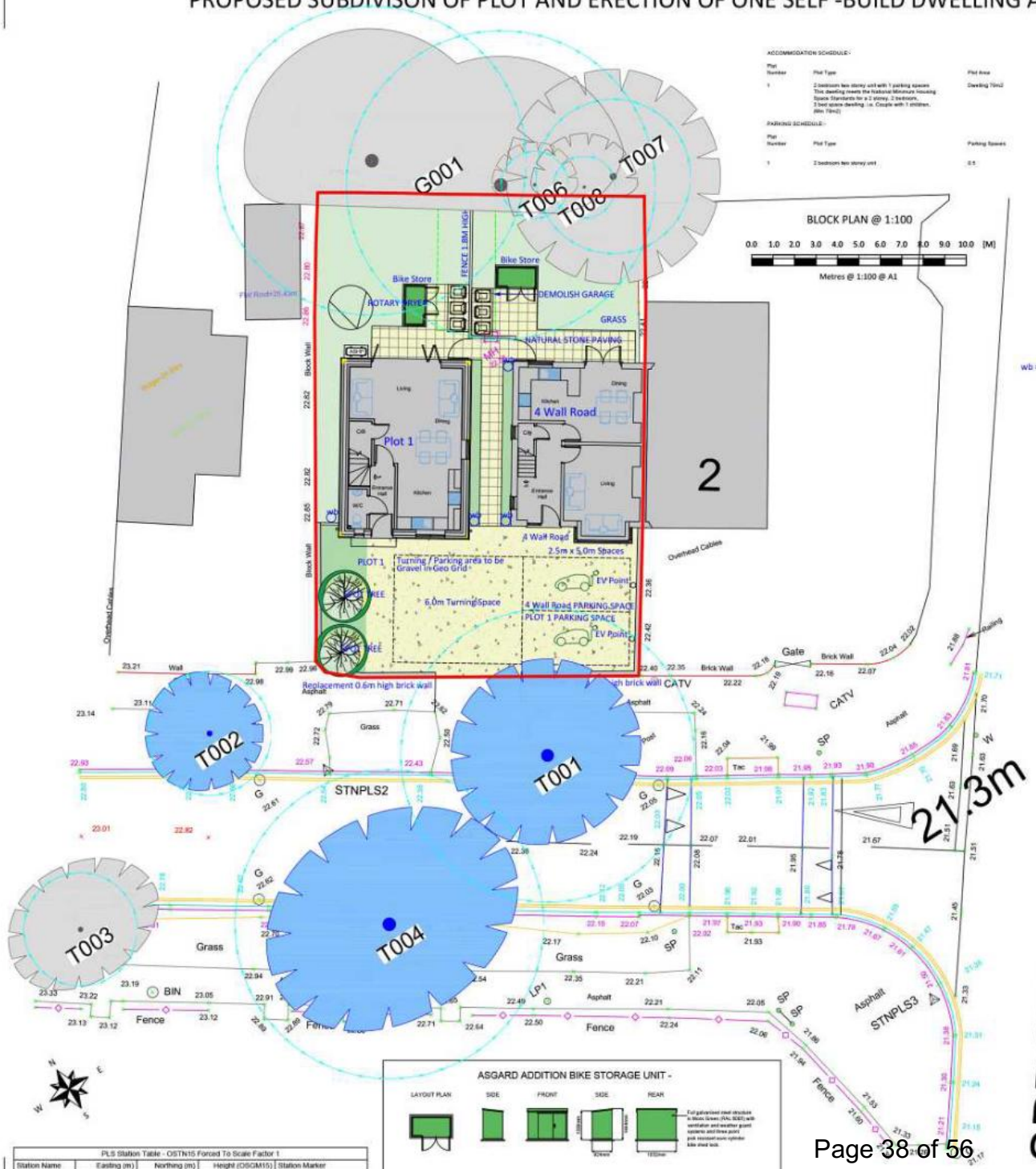
Creation House 61 Wroxham Road
Norwich NR7 8TN

Revision Number	Revision Description	Revision Date
A	First Issue	29112023
B	Second Issue	19122023
C	Third Issue	11072024
D	Fourth Issue	25072024

Project - 4 Wall Road, Norwich, NR3 4HW
Client - Mr M Driggs
Project Number - 1893
Drawn by - James
Date: 25072024
Drawing Number - 1
Revision Number - D

PROPOSED SUBDIVISON OF PLOT AND ERECTION OF ONE SELF -BUILD DWELLING AT 4 WALL ROAD, NORWICH, NR3 4HW

FOR PLANNING SUBMISSION



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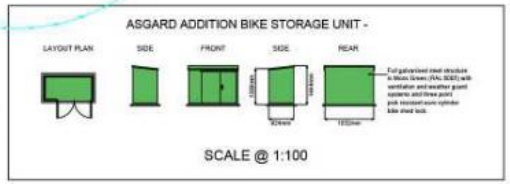
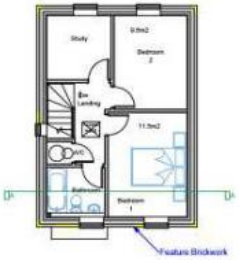


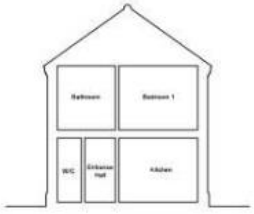
FLOORPLANS / SECTIONS @ 1:100

PROPOSED FLOORPLANS

Ground Floor Layout



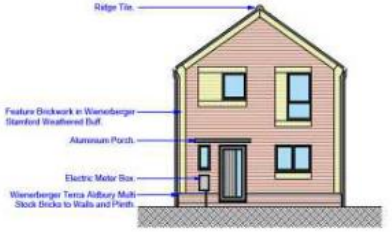
First Floor Layout



INDICATIVE SECTION A-A - PLOT 1

PROPOSED ELEVATIONS

wb = Water Butt



SOUTH WEST ELEVATION

NORTH WEST ELEVATION

NORTH EAST ELEVATION

SOUTH EAST ELEVATION

ELEVATIONS @ 1:100

Metres @ 1:100 @ A1

STREET SCENE @ 1:200

Revision Number	Revision Description	Revision Date
A	First Issue	06122023
B	Second Issue	19122023
C	Third Issue	11072024
D	Fourth Issue	25072024
E	Fifth Issue	02092024
F	Sixth Issue	13092024
G	Seventh Issue	19092024
H	Eight Issue	28102024

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Project - 4 Wall Road, Norwich, NR3 4HW
Client - Mr M Briggs
Project Number - 1893
Drawn by - James
Date: 28102024
Drawing Number - 2
Revision Number - H

NORWICH City Council

Item 4.3

Committee name: Planning applications

Committee date: 09/10/2025

Report title: 25/00750/U – Victoria House, Queens Road, Norwich

Report from: Head of planning and regulatory services

OPEN PUBLIC ITEM

Purpose:

To determine:

Application no:	25/00750/U
Site Address:	Victoria House, Queens Road, Norwich
Decision due by:	16/10/2025
Proposal:	Change of use of car park previously associated with Victoria House to temporary car park.
Key considerations:	Principle of development, design, amenity, highway impact
Ward:	Town Close
Case Officer:	Tracy Armitage
Applicant/agent:	Peacock and Smith
Reason at Committee:	Called in by Cllr Davis

Recommendation:

It is recommended to approve the application for the reasons given in the report and subject to the planning conditions set out at the end of the report and grant temporary planning permission.

The site and surroundings

1. The site is the former office headquarters of Marsh insurance who vacated the site in 2022. The site previously comprised a large multistorey office building and a surface level car park used in association with the business and occasionally by the public during the Christmas shopping period. The car park is accessed through a site access on St Stephens Road (A11) and exited via a ramped access onto Brazen Gate. To the south of the site are residential properties on Victoria Street, with private gardens backing on to the boundary.

2. The site changed ownership in 2023. The office building was demolished in 2024 following the grant of Demolition Prior Approval in September 2023. A pre-application process has been underway between the new owner and the local planning authority since July 2024. At an Informal Briefing (December 2024) the new owner and members of his project team presented a Build to Rent scheme to Planning Applications Committee. A full planning application for the comprehensive redevelopment of the site is expected to be submitted soon.

Constraints

3. City Centre Parking Area

4. Trees on the site are covered by a group Tree Preservation Order

5. The majority of the site is located adjacent to the boundary of the Newmarket Road conservation area. The entrance to the site falls within the boundary.

6. The site is close to the boundary of the City Centre Conservation Area the boundary of which runs along the southern side of Queens Road.

7. There are a number of designated heritage assets adjacent or close to the site including grade II listed building on Victoria Street (1-23 excluding 9,10 and 15) and 9 and 24 St Stephens Road. No 21-25 St Stephens Road are locally listed. Relevant Planning History

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

Case no	Proposal	Decision	Date
23/00687/DEM	Demolition of Victoria House	Granted	01/09/2023
25/00751/A	Display of 14no. car park signs.	Pending	

The Proposal

9. Temporary planning permission is sought for use of the former private car park as a public car park. The application is retrospective. The car park previously used in association with the office use comprised 266 spaces. The application seeks the use of an equivalent 266 spaces by the public between the hours of 6am – 11pm. Payment would be online or via an App.

10. An application has been made for temporary advertisements in association with the use (25/00751/A) and is currently pending a decision under delegated powers.

Representations

11. Adjacent and neighbouring properties have been notified in writing. 10 letters of representation have been received citing the issues as summarised in the table below.

Issues raised	**Response**
Application retrospective - consultation feels irrelevant	Noted but the system allows for the submission of retrospective applications
Noise disturbance from cars and groups of people shouting. Recurring problem at weekends	See Main Issue 3
Lack of security /lighting Site not secured at night – people scaling garden walls to gain access to sheds and back doors	See Main Issue 2
Lack of traffic regulation	See Main Issue 4
Traffic issues associated with vehicles exiting the site via St Stephens Road entrance, near misses with pedestrians/narrow footway.	See Main Issue 4
Tariff - undercutting other car parks in operation, including those at businesses, schools (funds raising) and residents who rent drives.	Competition is not a material planning consideration but see Main Issue 1 in relation to tariff
Appearance of the site - shoddy and overgrown	This matter has been raised with the site owner.
Site is vulnerable to misuse	See Main Issue 2
Site could be opened up to more beneficial use	This is a temporary use ahead of a long term redevelopment scheme being secured.
Disabled space and bike spaces would be helpful	This is a temporary use of land where demolition works have impacted on the condition of the ground surface.
Location already well served by car parks	See Main Issue 1
Adds to congestion	See Main Issue 1

12. The application has been called in for determination by Planning applications Committee by Cllr Davis for the following reasons;

    1. Significant Public Interest

    This application has generated clear and ongoing public concern about its transport, amenity, and regeneration impacts. The scale, location, and history of the site make this a matter of wider city interest, meeting the “significant public interest” criterion for committee referral.

    2. Fundamental Conflict with the Development Plan

    The proposal is directly contrary to the Greater Norwich Local Plan and Norwich Development Management Policies DM28 & DM31, which: Seek to restrain city-centre parking provision in highly accessible locations; Promote sustainable transport, walking, and cycling over additional car capacity.The site is in an area already served by multiple alternative parking facilities within 100 metres. Additional public parking here undermines the Norwich Transport Strategy’s parking restraint objectives and cannot be made policy-compliant without fundamentally changing the proposal.

    3. Incompatibility with Site’s Strategic Regeneration Role

    The site is earmarked for a housing-led Build to Rent development that promotes low car usage and secure cycle provision. Introducing or retaining a large public car park in this location undermines the planned regeneration strategy. This is a land-use conflict, not a technical matter, and cannot be resolved by minor amendments.

    4. Amenity and Safety Risks from Public Car Park Use

    Changing from private office parking to public access introduces a materially different pattern of activity, with higher turnover, evening and night use, and associated noise and disturbance. Norfolk Police’s Designing Out Crime Officer has highlighted serious unresolved security deficiencies in surveillance, gating, lighting, and sightlines. Addressing these would require significant physical changes to the scheme.

    5. ‘Temporary’ Nature Does Not Remove Policy Conflict

    While the application is described as temporary, national policy and case law make clear that temporary uses must still comply with the development plan unless material considerations indicate otherwise. The adverse effects — additional car dependency, traffic generation, amenity impacts, and safety risks — will occur immediately and throughout the consent period. Experience shows that temporary permissions are often renewed, creating de facto permanent uses that undermine long-term strategic aims.

    In Conclusion

    This application raises non-technical, policy-level conflicts and amenity/safety risks that cannot be resolved through officer negotiation. In the interests of transparency and public confidence, both the change of use and advertisement applications must be determined by Planning Committee.

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

Highways (local highways authority) (Norfolk County Council)

14. First response: We understand that the extant surface car parks will be used with a reduction of approximately 30 car spaces, for this reason there is no intensification of use of the site in traffic terms. The proposed use has been discussed at the NCC Development Team.

15. We would expect that the pedestrian routes to St Stephens Road and Brazengate are made available to customers of the car park for their safety. We have the same expectation that active travel links to the site will be achieved by the permanent redevelopment of the site.

16. It is understood that the Norwich Local Plan has a 10,000 space cap on public spaces, but that with Anglia Square and St Saviours Yard removing many spaces, that this cap is unlikely to be exceeded. This calculation is a matter for your authority to assess.

17. There is a risk that customers will seek to make right hand turns from St Stephens Road into the site, but there are extant signs that support the right hand turn ban. We do not propose any further mitigation.

18. It is important that public use of the car parks is temporary to ensure that future redevelopment of the site supports private car parking for its residents. Long term use of the site for public car parking would be contrary to the Norwich Transport Strategy that seeks to promote use of Norwich park and ride for such needs.

19. 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 condition on any consent notice issued;- standard condition requiring surfacing and marking out of car park.

20. Additional response - We understand that the extant surface car parks will be used and may utilise most if not all of the former office car park spaces, therefore whilst there will continue to be traffic movements. The proposed use has been discussed at the NCC Development Team and appraised on that basis.

21. We accept that the nature of use of the car park has changed from regular staff use, to use by the general public, although it is accepted that occasional public use did occur when the site was operated by the former occupier for fundraising purposes. It is likely that there is now greater turnover of the

parking spaces as shorter stays are occurring for shopping purposes, as well as longer stay for some commuters to the city centre or Norwich city college. The concern raised is that public users are less likely to be familiar or adhere to traffic management measures associated with the site, i.e. the one way traffic arrangement through the site and the right turn ban into the site on St Stephens Road. It is important to note that the right hand turn ban was primarily to facilitate efficient movement of traffic into the city centre, and to a lesser extent a safety mitigation measure.

22. Therefore the car park operator ensures that there are reasonable measures adopted to support highway safety and reduce the risk of delays on the highway network associated with public use of the car park.

23. There is a risk that customers will seek to make right hand turns from St Stephens Road into the site, there are extant signs that support the right hand turn ban but further signage at the site entrance can remind drivers to make use of the roundabout. Cars leaving the site the wrong way onto St Stephens Road could be deterred with suitable products that are installed into the ground, these need to be installed at least 10 metres away from the site boundary so that vehicles leave the highway without hesitation.

24. We would expect that the pedestrian routes to St Stephens Road and Brazen Gate are made available to customers of the car park for their safety. We have the same expectation that active travel links to the site will be achieved by the permanent redevelopment of the site.

25. It is understood that the Norwich Local Plan has a 10,000 space cap on public spaces, but that with Anglia Square and St Saviours Yard removing many spaces, that this cap is unlikely to be exceeded. This calculation is a matter for your authority to assess.

26. The use of a car parking tariff can also help to support the Transport for Norwich Strategy Policy seeks to ensure that public car parks are priced to encourage use of the Norwich Park and Ride service. It is important that public use of the car parks is temporary to ensure that future redevelopment of the site supports private car parking for its residents. Long term use of the site for public car parking would be contrary to the Norwich Transport Strategy that seeks to promote use of Norwich park and ride for such needs.

27. With regard to efficient and effective use of the site, and preventing adverse effects upon the highway, it is important that the car park operator ensures that vehicles are parked within marked bays and that parking does not occur near the ingress and egress affecting vehicular movement. Parking areas should be clearly defined and ensure that the total quantum of spaces does not exceed the former use, uneven areas such as the demolition areas should be excluded from the car park or any other unsafe areas. Any areas prone to flooding from rainfall should be levelled with gravel or fenced off.

28. Concerns about crime reduction and local amenity are for your authority to consider. It is good practice for public car parks to be accredited under the national Safer Parking Scheme which is known as Park Mark 2 and management of the site will need to support the Norwich vehicle nuisance Public Space Protection Order.

29. 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 condition on any consent notice issued;- Details of access and signage; laying out of car park.

Norfolk Constabulary (Architectural Liaison)

30. First response: A major factor influencing the security of a parking facility is the nature of the surrounding land use and its location. The proposed car park is located south of the inner ring road near St Stephens roundabout. There are 2 access points: The entrance being off St Stephens Rd and the Exit on Brazen Gate and will provide approximately 284 parking bays. Although bounded by residential dwellings along the southwestern perimeter, these are rear gardens that are immediately adjacent the site; the remainder of the proposed car park is somewhat detached from the inner ring road (A147), Brazen Gate and city centre roundabout by landscaping/hoarding boards. There appears little useful surveillance over this city centre site when the facility is closed and during the quieter hours of the day/night - consequently so will be any form of 'borrowed' guardianship over the facility (and any vehicles parked) as to any activity occurring within.

31. In these circumstances, more formal methods of security and surveillance, such as onsite security guards or remote CCTV monitoring will be appropriate, together with perimeter structures & gates to prevent unauthorised access.

32. Perimeter Security and Site Access: The main site entrance is the first line of defence against trespass and should be the focus for directing and controlling all access. Other entrances onto the site should be kept to a minimum, and all should be controlled. Vehicular and pedestrian routes to the facility should be visually open, direct, and well used. These routes can run alongside one another (not segregated) unless there are safety issues.

33. Entry/exit points and flow guidance noted. Clear delineation of routes designed can help navigation through the car park and enhance a feeling of safety.

34. It is unclear if the site is to operate 24/7 or will be closed overnight. It is recommended that access is gated and closed to prevent misuse of space when car park is not in use.

35. I would generally recommend that boundary treatments should meet BS1722 standards and there are government security standards for such establishments which should meet SEAP (Security Equipment Approval Panel) class 1-3, preferably at least class 2. Any gates installed within a secure fencing system as described above must be suitable for the fencing specification or certified to the same standard as the adjoining certified fencing and be of the same height and similar style.

36. It can be appropriate to support a perimeter by using a series of hedging. Hedging can take a while to establish so it is essential that it is planted at the earliest opportunity and cared for to give the best chances of becoming a realistic boundary treatment. A wide range of specimens can be planted along the boundary of a venue, which offer attractive planting characteristics of colour and form, whilst containing sharp thorns to dissuade intruders.

37. Landscaping: Landscaping on site should not be permitted to screen off areas where criminal activity could then occur, without natural/electronic surveillance protection. Openness over site is the best protection against criminal opportunity and creation of hiding places and reduces the fear of crime for users. Therefore within the parking facilities any landscaping plan needs to provide all specified shrubs and hedges that have a maximum growth height of one metre, whilst all trees should be “up pruned” to a minimum height of two metres to maintain a clear field of vision around the site. An environment that provides a “see and be seen” style will reduce crime and anti-social behaviour. The proposal should provide a design that continues with clear lines of sight and the avoidance of alcoves, recessed areas or opportunities for offenders to loiter in anonymity.

38. To work in harmony with high levels of Natural Surveillance, a carefully designed Lighting plan to cover all vulnerable areas should be in place. This will help to deter and reveal potential offenders and a uniform spread of white light to meet the updated British Standard BS5489-1:2020 is required.

39. External lighting: A lighting scheme should provide uniform lighting levels with good colour rendition and be sufficient to cater for lawful after dark activity around the facility. It should not cause glare or light pollution and should support both formal and informal surveillance of the site. Research has proven that a constant level of illumination is more effective at controlling the night environment and the dusk to dawn system is supported.

40. Lighting design should be coordinated with a CCTV installation (when specified) to support a CCTV system and the landscape designed to avoid any conflicts. If the car park will be used 24/7, please consider any new lighting that will turn on at dusk and turn off when there is sufficient daylight in the morning.

41. CCTV: Two camera locations are observed on the Site Plan covering the access points – these positions probably facilitate the necessary management rather than security of the site. It is unknown if these are for ANPR or CCTV systems. Although CCTV is not a universal solution to security problems, it can help deter crime and assist in the management of a venue if it is monitored continuously and appropriately recorded. The provision of CCTV is most effective when it forms part of an overall security plan.

42. The use of ANPR is helpful in monitoring the use of vehicles in and out of the site and can assist with certain issues (deterrent for car meets), it is not recommended to be the sole security measure to protect the car park.

43. I seek clarification on further access control, physical measures such as gates and/or further electronic surveillance to monitor the space when the facility is closed. It is always the combination of robust physical security combined with detection systems that provide the best protection for assets.

44. Second response (summary) I have recently examined the Car Park Management Plan submitted for the proposed car park on the Victoria House site and wish to submit the following comments:

    • I now understand that the operational hours are not 24/7, with the car park being closed approx. 11pm to 6am.

• In addition there will be physical barriers (vehicle and pedestrian) that will be locked when site closed to protect the site from misuse. These installations are supported.

• There is to be no electronic surveillance, but attendants patrolling a various time throughout the operational hours. (I would further suggest signage for after-hours contact if situation from general public arises at the site).

45. Therefore my concerns and requests for clarification (July 2025) regarding the site are answered.

46. However, I do understand that there is to be no lighting provision over the car park development, and this does create an additional concern. I am somewhat surprised that there are not health and safety issues arising from this decision. The use of lighting is not only important to ensure safe movement over the site but also can assist in reducing the 'fear of crime' element for the car park users and enable them to see and respond as desired to anyone approaching.

47. This brownfield redevelopment should provide a venue that makes the most from the proven crime reduction methodologies of Secured by Design gained from over thirty years policing experience and supported by independent academic research. These thoughts align with the National Planning Policy Framework December 2024 which requires that: "Planning policies and decisions should aim to achieve healthy, inclusive, and safe places which… are safe and accessible so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion…. Therefore, I strongly suggest that recommendations for the temporary car park to supply lighting at appropriate times.

48. Whilst it is understood that the site is not 24/7, during the darker, winter months users of the facility will be traversing to and from vehicles during some cover of darkness and for lighting levels to be implemented.

49. When the facility is closed (vehicle and pedestrian gates locked), there is to be no surveillance over the site (either foot patrols or electronic cameras) and therefore lighting the car park would not provide any additional assistance in safeguarding the site. The lights should be switched off during this period (this will also assist with indication to any potential users/customers that the car park is not open and should not be used.)

Assessment of Planning Considerations

Relevant Development Plan Policies

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

- GNLP7.1 Growth in the Norwich Urban Area and fringes

51. **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
- DM28 Encouraging sustainable travel
- DM29 Managing car parking demand in the city centre
- DM30 Access and highway safety
- DM31 Car parking and servicing

Other material considerations

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

- NPPF2 Achieving sustainable development
- NPPF7 Ensuring the vitality of town centres
- NPPF8 Promoting healthy and safe communities
- NPPF9 Promoting sustainable transport
- NPPF11 Making effective use of land
- NPPF12 Achieving well-designed places

Case Assessment

53. 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 polices 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

54. Key policies and NPPF paragraphs – DM28 and DM29, GNLP 7.1, NPPF paragraphs 125.

55. The site is currently vacant following the demolition of the former office building. The site is not subject to a GNLP site-specific allocation policy. In terms of redevelopment, as a city centre brownfield site, GNLP 7.1 seeks to strengthen the strategic role of Norwich through permitting development which provide for a high density mix of employment, housing, leisure and other uses. Surface parking is an inefficient use of land and neither supports the beneficial redevelopment of the land nor the objective of promoting sustainable travel. However, the application seeks temporary rather than permanent consent. The cover letter submitted with the application references the build-to-rent application expected to be submitted and states '*given the anticipated timescales to prepare and determine an application of such a size and nature, a temporary car park would allow the site to be utilised throughout this intervening period.*

56. Policy DM29 relates to public off-street parking within the city centre. This policy limits public parking to the City Centre Parking Area as defined on the Policies Map. The site is within the defined area. In the supporting text to DM29 there is reference to the question of the temporary use of city centre development sites for public parking as a means of generating income to support the viability of redevelopment schemes. It is stated that where public parking is proposed in the short term on that basis, the use of a site for car parking should not result in unacceptable traffic impacts or delay or prejudice beneficial redevelopment. It is further stated that permissions would need to be strictly time limited to ensure that permanent redevelopment was not unreasonably delayed.

57. A significant aspect of DM29 is the 10,000-cap imposed on the number of parking spaces available at any one time within the city centre. The council's latest figure is 8804 spaces (2024/25). This figure is lower than the previous year's given the closure of a number of car parks, including in the north of the city, St Saviours car park (206 spaces) and those at Anglia Square (242 spaces). The headroom for further spaces is therefore 1196 spaces. The proposed 266 spaces would not result in the 10,000 cap being exceeded. Account has also been taken of a current application for a temporary car park on the Dukes Wharf site, which proposes around 80-90 spaces.

58. On this basis there is no policy objection to the principle of public parking in the city centre and on this site in particular, provided the use would not result in an unacceptable traffic impact and any permission being strictly time limited to prevent permanent redevelopment being unreasonably delayed. The matter of traffic impact is accessed under Main Issue 3. In relation to time limit, given the objective of securing long term redevelopment of this city centre the applicant has been advised that any temporary consent would be limited to a period of 18 months.

59. In terms of the details of car parking operations, DM29 sets out a number of requirements. These predominantly relate to permanent public car park schemes with the exception of criteria e) which relates to tariff.

60. In relation to tariff, criteria e) seeks to support sustainable travel objectives, by ensuring car parks operate a tariff that encourages short and medium stay and discouraged all day commuter parking. On the basis of this policy requirement, previous car park permissions have included a planning condition setting minimum tariff levels. City Centre parking charges have been reviewed in the locality of the site to establish a suitable rate. In undertaking this exercise account has been taken of comparable car parks (in terms of type of provision and location), the need to avoid interfering unduly with commercial decisions regarding prices but also avoid city centre being priced at a level comparable to bus travel/Park and Ride. Current car park charges on the site are set well below city centre parking levels and this is likely to be contributing the high level of use. The applicant has agreed to a operate the car park in accordance with a new tariff structure which seeks to ensure compliance with criteria e) of the policy, Under the new day tariff all day parking would increase from £5 to a minimum of £8. The applicant has confirmed that this would come into effect within 14 days of the date of the decision.

Main Issue 2. Design

61. Key policies and NPPF Sections– GNLP2, DM3, NPPF paragraph 26.

62. The application relates to a change of use of land for a temporary use and as such there are minimal physical works proposed other than directional signage.

63. The Norfolk Police Designing Out Crime Officer has raised secure by design concerns and commented that given the characteristics of the site more formal methods of security and surveillance, such as onsite security guards or remote CCTV monitoring would be appropriate, together with perimeter structures & gates to prevent unauthorised access. Their first response sought clarity on these points.

64. As first submitted the applicant was seeking 24-hour use of the car park. Having considered the issue of safety and security the applicant has now confirmed in a Car Park Management Plan (CPMP), that during the hours 11pm - 6am the vehicle and pedestrian gates will be closed and locked. The CPMP also confirms the arrangements for daytime management, consisting of parking attendant patrols. These attendants would check parking payment and issue any penalty noticed issued for infringements. Prior to the site being locked, a security patrol is proposed to ensure any persons present are moved on from the site. The CPMP further includes details of access arrangements; payment system; signage and wayfinding; maintenance and cleaning; and monitoring and review.

65. Currently power to the site has been disabled. As first submitted no lighting, CCTV or ANPR systems were proposed on this temporary site. Paragraph 96 b) of the NPPF requires planning decisions to achieve places which are *safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.* Given that it is proposed that the car park will operate during hours of darkness the applicant has committed to the installation of temporary lighting scheme (solar and/or battery powered) and a detailed scheme is expected to be submitted shortly.

66. Norfolk Police Designing Out Crime Officer have commented on the CPMP and confirmed that concerns and requests for clarification set out in their first response to the application have been answered. However, their response clearly states that they strongly recommend the site is lit at appropriate times and should be switched off when the site is closed. The latest iteration of the CPMP confirms the temporary lighting scheme will be operated in this manner.

67. In terms of secure by design considerations, the CPMP includes satisfactory measures to allow the safe operation of this temporary use. Planning conditions will secure both the operation of the car park is accordance with the CPMP and the implementation timescale for the provision of a lighting scheme.

Main Issue 3. Amenity

68. Key policies and NPPF Section – DM2, DM11, NPPF Section 12.

69. Residential properties are located adjacent to the southern boundary of the site. A number of representations have been received that cite noise and disturbance associated with the car park use which extends into the evening. Pollution is also cited.

70. The land has previously been used for car parking in association with the office use. Compared to the previous use parking by members of the public is likely to result in more frequent traffic movements and given the hours of use sought

the extension of that use into the evening. However, peak use is likely to be confined to daytime periods and times when activity in this part of the city is at its busiest. In the evening the level of use is likely to be lower than daytime peaks, but at a time where background noise will be reduced and the risk of disturbance greater. A number of representations refer to late night noise associated particularly at weekends. To date the site has been in operation on a 24hr basis.

71. The Car Park Management Plan includes arrangements for the periods the site is open. The closure of the car park 11pm – 6.00am will substantially mitigate the risk of overnight disturbance to neighbouring residents.

72. Measures set out in the Car Park Management Plan are considered satisfactory to mitigate the risk of any adverse amenity impact on the amenity of residents living adjacent to the site and as such development is considered in accordance with policy DM2 of the development plan.

Main Issue 3. Transport

73. Key policies and NPPF Sections – GNLP2, GNLP4, DM28, DM30, DM31, NPPF Section 9.

74. Access to the car park utilises the existing one-way system with entry to the site from St Stephens Road, and egress onto Brazen Gate.

75. Norfolk County Council, the local highway authority, has confirmed that the proposal does not affect the current traffic patterns or the free flow of traffic and that they do not wish to restrict the grant of consent. This position is based on traffic associated with the extant surface car parks used in association with the office use of Victoria House.

76. Extant signs adjacent to the site on St Stephens Road ban right hand turns into the site entrance. As such drivers are required to turn left into the site entrance, approaching the site from the roundabout at the junction of the A11 with the inner ring road. Representations received to this application have reported vehicles entering the site contrary to the ban. The current highway signage is mounted on a lamppost directly opposite the site entrance and on a post within the site boundary. Norfolk County Council has commented that the right-hand turn ban into the site was required to facilitate efficient movement of traffic unto the city centre, and to a lesser extent a safety mitigation measure. They have commented that additional more conspicuous signate at the site entrance would assist in reinforcing the traffic order. In response the applicant has proposed a temporary banner sign at the site entrance which would identify the car park and provide a visual representation of how to enter the site.

77. An informal one-way system operates within the site with egress onto Brazen Gate. Representations received to this application have reported vehicles exiting the site onto St Stephens Road contrary to the one-way system in place. Since this was brought to the applicant's attention temporary signage has been erected on the site reinforcing the access arrangements and daily peak time patrols have been undertaken provide instruction if necessary. Norfolk County Council has commented cars leaving the site the wrong way onto St Stephens Road could be deterred with suitable products that are installed on the ground. The Car Park Management Plan indicates a number of measures to prevent egress onto St Stephens Road these include no exit signs

within the site, installation of bollards to restrict access as well as a one-way flow plate at the entrance. Wayfinding signage to the site exit would be displayed.

78. The condition of the car park reflects the recent large scale demolition works. For safety reasons not all the site is available for parking and has been fenced off. In parts of the site wear and tear has resulted in defined parking spaces becoming unclear. Norfolk County Council recommends that parking areas should be clearly defined and ensure that the total quantum of spaces does not exceed the former use and that areas prone to flooding from rainfall should be levelled with graven or fenced off. The applicant has indicated that they do not propose to re-line car park spaces but they will limit the capacity of the car park by restricting the extent of parking area by the use of clear signage to indicate areas which are not permitted for parking such as the entrance and exit routes throughout the car park. Using the onsite patrols, parking within authorised only areas will be enforced. The Car Park Management Plan includes provision for inspecting the car park surface and remedying unsafe areas.

79. Norfolk County Council, in an additional response to this application, acknowledges that the nature of use of the car park has changed from regular staff use, to use by the general public, although it is accepted that occasional public use did occur when the site was operated by the former occupier for fundraising purposes. They state that it is likely that there is now greater turnover of the parking spaces as shorter stays are occurring for shopping purposes, as well as longer stay for some commuters to the city centre or Norwich city college. In response to reports from the public they have recommended further improvements to site access and signage to be secured via the imposition of planning conditions. The applicant has responded by incorporated details of these improvement measures into the Car Park Management Plan and accompanying plans. The measures are considered satisfactory and are capable of being secured through the imposition of planning conditions. Such conditions would require signage and physical traffic measures to be installed no later than one calendar month of the date of the planning decision. On this basis and with reference to DM29 the temporary car park use would not result in unacceptable traffic impacts.

Equalities and diversity issues

80. There are some equality or diversity issues. Issues raised in representations received refer to the potential detriment to the mental and physical wellbeing of nearby occupiers with protected characteristics. For the reasons set out above, the proposal is considered to have an acceptable impact on the amenity of nearby occupiers.

81. In considering this planning application due regard has been had to the public sector equality duty (PSED) under Section 149 of the Equality Act 2010, which means that the Council must have due regard to the need (in discharging its functions) to put an end to unlawful behaviour that is banned by the Equality Act, including discrimination, harassment and victimisation and to advance equality of opportunity and foster good relations between people who have a protected characteristic and those who do not.

Other planning considerations

82. The constraints section of the report identifies designated and undesignated heritage assets adjacent or close to the site. The current condition of this cleared site has a negative impact on the setting of these heritage assets. The temporary use of the site for car parking will introduce an active use onto an otherwise vacant site offering some benefit in terms of vibrancy. The overall impact is considered neutral. The use of the land as a car park for a period of 18 months causes no harm to and therefore preserves the character of the Conservation Areas nor to the setting of the other identified designated and undesignated heritage assets.

83. There are a number of trees on the site protected by TPOs. The use of the site will not impact on these trees.

Local finance considerations

84. 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.

85. In this case local finance considerations are/are not considered to be material to the case.

Human Rights Act 1998

86. 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.

87. 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

88. DM29 allows for temporary car parks on land awaiting redevelopment provided the use does not result in unacceptable traffic impact. No such impact has been identified in this case and the applicant has proposed measures to reinforce the proper operation of the existing access arrangements. Subject to the imposition of conditions securing temporary use, tariff, car park management and lighting the proposal is considered in accordance with the

requirements of the National Planning Policy Framework and the Development Plan.

Recommendation

To approve application 25/00750/U and grant planning permission subject to the following conditions:

1. Temporary permission – 18 months;
2. In accordance with plans;
3. Minimum tariff charges – implemented within 14 days
4. Operation in accordance with Car Park Management Plan - measures in place within 1 calendar month of the date of decision.
5. Installation of lighting scheme within 6 weeks of the date of decision

Appendices: None

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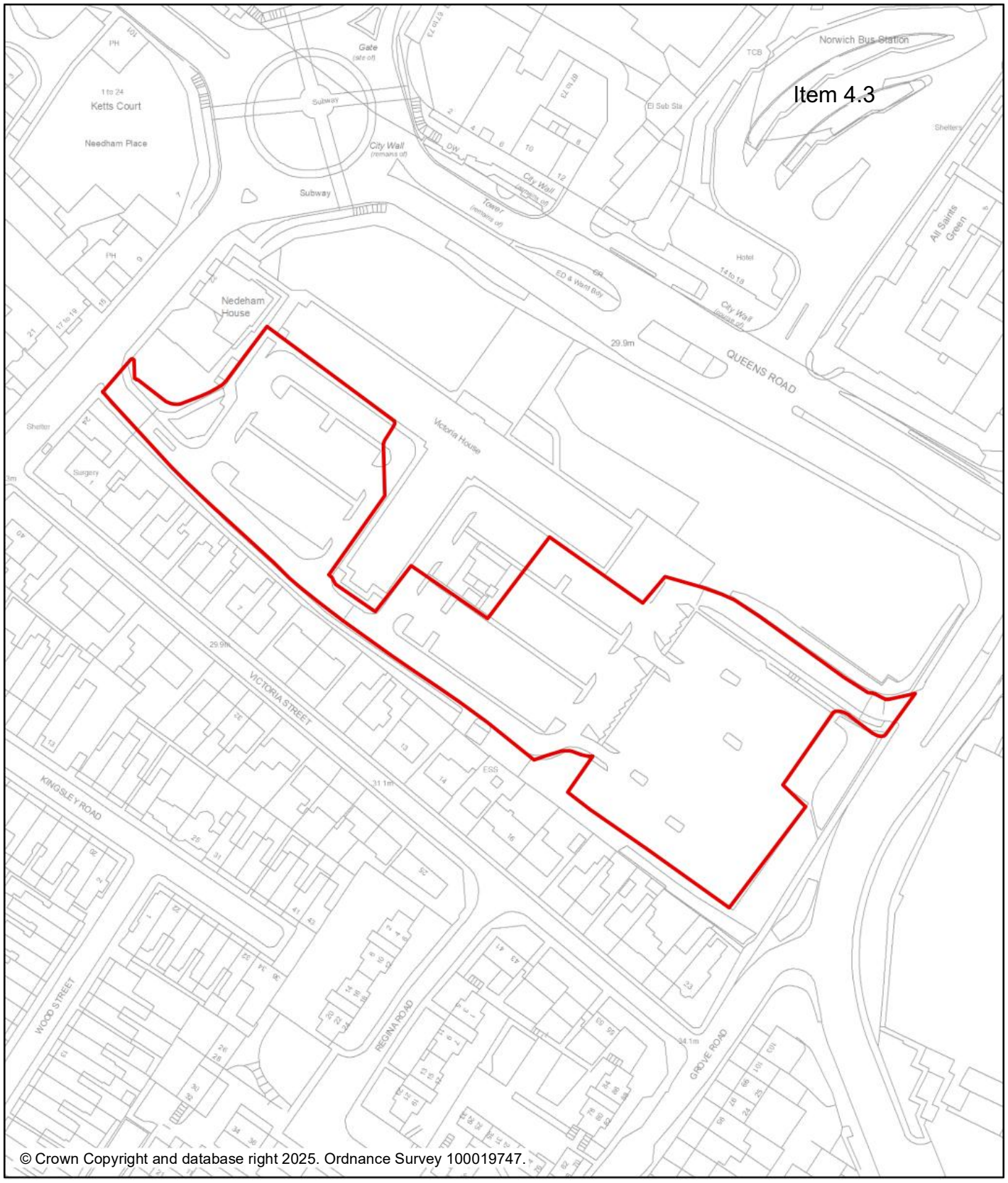
Item 4.3



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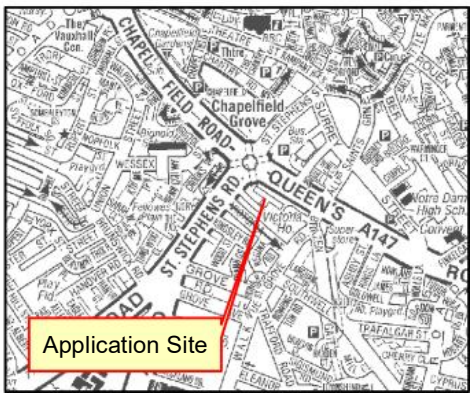

Planning Application No: 25/00750/U
Site Address: Victoria House
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NORWICH City Council
PLANNING SERVICES