

Report to Planning applications committee

Item

13 September 2018

Report of Head of planning services

4(c)

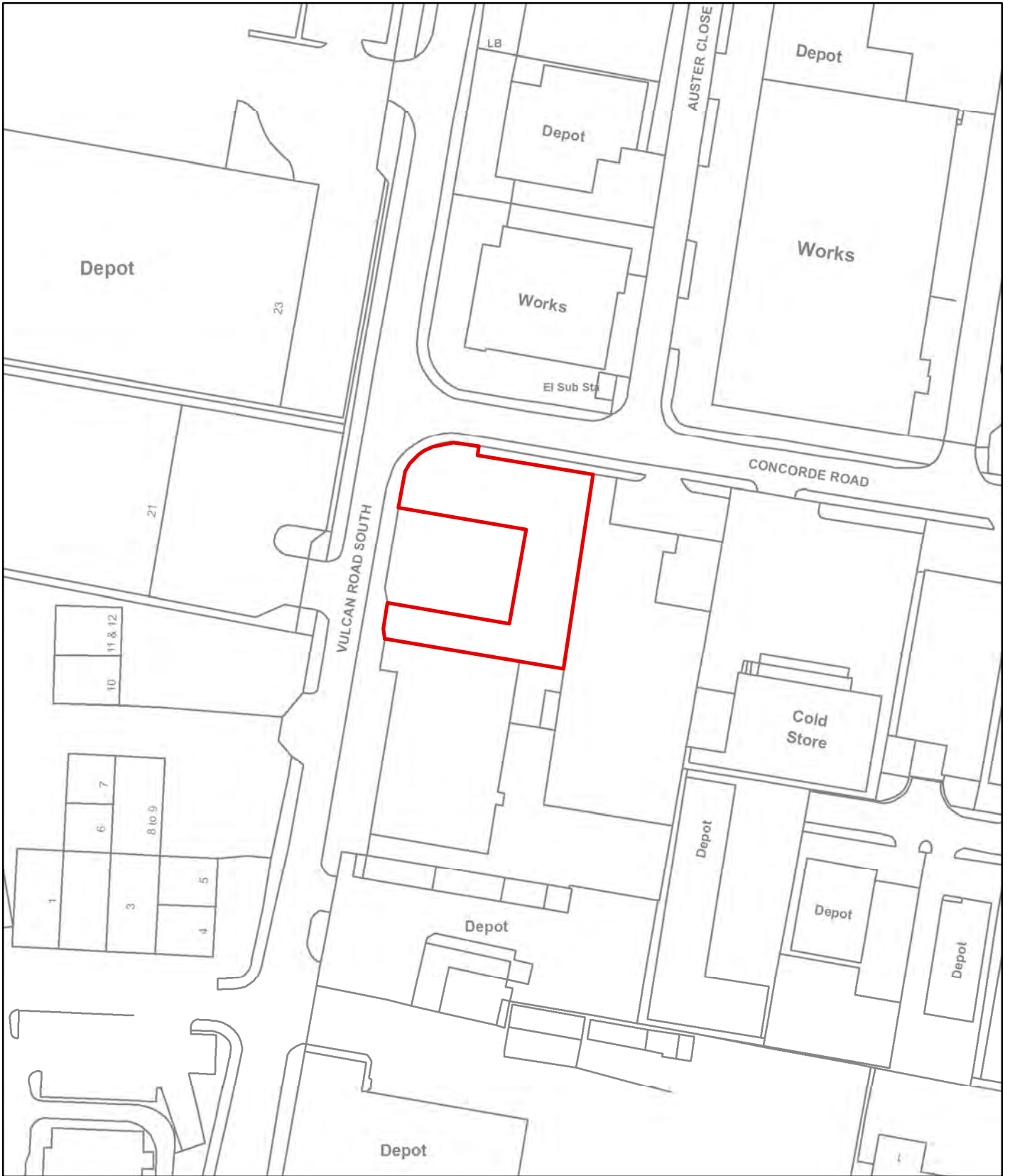
Subject Application no 18/01130/F - 26 Vulcan Road South,
Norwich, NR6 6AE

Reason for referral Objection / Significant departure from development plan /
City council application or site / Member or Staff
application / Called in by an elected member

Ward:	Catton Grove
Case officer	Maria Hammond - mariahammond@norwich.gov.uk

Development proposal		
Provision of car valeting facility within existing car sales site.		
Representations		
Object	Comment	Support
4	0	0

Main issues	Key considerations
1	Principle of proposed use
2	Design
3	Amenity
4	Transport
5	Flood risk
Expiry date	24 September 2018
Recommendation	Approve



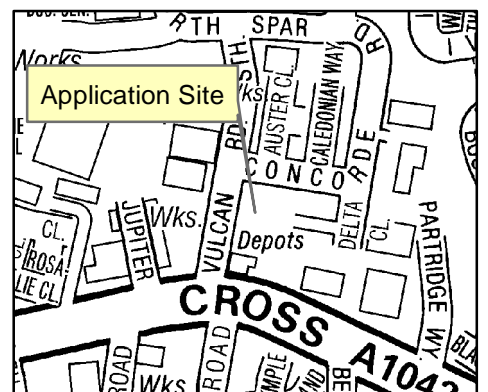
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Planning Application No - 18_01130_F
 Site Address - 26 Vulcan Road South
 Scale - 1:1,000



NORWICH
 City Council

PLANNING SERVICES



The site and surroundings

1. The application site consists of part of an existing car sales site at the corner of Vulcan Road South and Concorde Road. It is accessed from Vulcan Road South and the car sales operation consists of an open lot with a sales office and garage building to the south. Weldmesh fencing runs around the road boundaries with a small area of vegetation on the northern boundary.
2. The application concerns only the northern and eastern parts of the site with access from the highway.
3. This is a busy commercial area with a number of other car sales and servicing businesses nearby, including those neighbouring the site to the south and east. A hand car wash operates from a unit on the western side of the road. Small and medium scale light industrial buildings characterise the built development in the area.

Constraints

4. The site is in a defined employment area. It is also within a critical drainage catchment and the south-eastern part is at risk of surface water flooding.

Relevant planning history

5.

Ref	Proposal	Decision	Date
84/0761/F	Erection of security fencing and entrance gates and use of site for used car sales	Approved	19/11/1984
84/1273/F	Use of part of site as vehicle hire depot and alterations to building to form vehicle parts depot	Approved	22/11/1984

The proposal

6. It is proposed to provide a car valeting facility on the site. This would consist of a valeting bay under a canopy in the northwest corner, a dedicated jet washing area parallel with the northern boundary and a reception/office building in the northwest corner. Along the eastern boundary, a line of ten parking spaces would be provided. The existing car sales business would continue to occupy the remainder of the site.
7. The valeting area would sit under a canvas type canopy over a shaped frame suspended off two steel uprights. It would measure 5 metres by 6 metres and the canopy would be approximately 3.5 metres high.

8. A holding tank would be provided beneath the jet wash area to filter and recycle water, any overflow would go the existing foul water drain and grease traps would be fitted. A screen is proposed to the north of the jet wash area to contain spray within the site.
9. The reception/office building would be a 3 metre by 5 metre container style portable building with window and door openings on the south and west elevations.
10. Opening hours of 08:30 to 18:00 Monday to Saturday and 09:00 to 17:00 on Sundays and Bank Holidays are proposed. The application indicates the operation would require a minimum of three full time and three part time staff.

Representations

11. Adjacent and neighbouring properties have been notified in writing. Four letters of representation have been received citing the issues as summarised in the table below. All representations are available to view in full at <http://planning.norwich.gov.uk/online-applications/> by entering the application number.

Issues raised	Response
Existing car wash at times causes a lot of traffic build up outside another business premises, allowing another would mean access would be impossible and have a detrimental impact on that business.	See main issue 3
The introduction of a car wash facility will materially impact the safety and free flow of traffic of Vulcan Road South and within the site to the car sales area.	See main issue 3
The sites location is visually prominent and the introduction of a valet bay, jet wash stand and steel container will be detrimental to the visual amenities of the immediate locality.	See main issue 2
It would make no sense to have another hand car wash business so close to an existing one. It will be a negative outcome for both businesses and not ethical.	The impact on an existing business is not a material planning consideration.
Advertising for two car washes close together will confuse customers.	Any advertisements will either benefit from deemed consent or be subject of a separate application.
This area suffers from drain blockage.	See main issue 4

Consultation responses

12. 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.

Environmental protection

13. The drainage for this use will require an interceptor of sufficient size to prevent oils and excessive soiling being introduced into the main drainage system.

Highways (local)

14. No objection in principle on highway grounds. The risk of queuing on onto the highway is low as the washing facility is located within the far side of the side from the vehicle access. Also there are extensive waiting restrictions on the adjacent roads.
15. If there is more competition for such services there is less chance that there will be queuing for any one site,
16. My only concern is with water spray covering adjacent road users on Concorde Road e.g. affecting pedestrians or vehicles. I cannot see any reference in the application with regard to this risk being mitigated

Assessment of planning considerations

Relevant development plan policies

17. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
 - JCS1 Addressing climate change and protecting environmental assets
 - JCS2 Promoting good design
 - JCS3 Energy and water
 - JCS5 The economy
 - JCS6 Access and transportation
18. **Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)**
 - DM1 Achieving and delivering sustainable development
 - DM2 Ensuring satisfactory living and working conditions
 - DM3 Delivering high quality design
 - DM5 Planning effectively for flood resilience
 - DM16 Supporting the needs of business
 - DM17 Supporting small business
 - DM30 Access and highway safety
 - DM31 Car parking and servicing

Other material considerations

19. Relevant sections of the National Planning Policy Framework July 2018 (NPPF):

- NPPF2 Achieving sustainable development
- NPPF6 Building a strong, competitive economy
- NPPF9 Promoting sustainable transport
- NPPF12 Achieving well-designed places
- NPPF14 Meeting the challenge of climate change, flooding and coastal change

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 policies are detailed above. Material considerations include policies in the National Planning 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. Key policies and NPPF paragraphs – DM16, NPPF section 6
22. The site is in a defined employment area and, in accordance with Policy DM16, employment uses and other forms of economic development will be prioritised here where it would not conflict with the requirements of Policies DM18 (Promoting and supporting centres) and DM19 (offices). The proposed car wash can be considered economic development appropriate to this area and the proposal is acceptable in principle.
23. It would occupy part of an existing car sales site and operate alongside it but independent from it. Subject to the considerations below, this arrangement is acceptable.

Main issue 2: Design

24. Key policies and NPPF paragraphs – JCS2, DM3, NPPF section 12
25. The car valeting facility would occupy the northern part of the site. Whilst the northeast corner of the site is visually prominent at the junction between Vulcan Road South and Concorde Road, part of the northern boundary is occupied by an area of trees and shrubs outside the applicant's ownership and the proposed arrangement would ensure the retained car sales benefits from the open frontage to Vulcan Road South and the car valet benefits from some screening. Within the site, the office building would be sited in the far corner which is least intrusive visually and in terms of circulation of cars and the jet wash area would benefit from the area of planting to the north for screening from views and

spray. The canopied valet area would be at the northeast corner where it would be prominent in the streetscene from various aspects and given the character of the area this siting is not unacceptable, subject to consideration of the design.

26. The reception/office building would be small in scale and functional in form and materials. The canopy to the valet area would also be functional but relatively small scale and lightweight in appearance; it is not considered in this light industrial area it would be of any detriment to the visual amenity of the locality.
27. No details have been submitted of the proposed screen and it shall be necessary to agree this by condition to ensure it serves its purpose and is visually appropriate.

Main issue 3: Transport

28. Key policies and NPPF paragraphs – JCS6, DM28, DM30, DM31, NPPF section 9
29. The objections received largely concern the impact of the proposal on the safety and congestion of the local road network. As the proposed use would displace and reduce part of the existing car sales, there would be some off-set in traffic movements. At present the car sales does not have a dedicated customer parking area and this proposal would provide a shared area for the two uses which is considered appropriate and sufficient.
30. There are double yellow lines throughout Vulcan Road South and also on Concorde Road in the vicinity of the site. This should manage any queuing, parking or blocking of other entrances and as the car valet would be on the far side of the site from the entrance, if there were to be any queuing this could be contained within the site.
31. It is appreciated that this is a busy area and the proposal may generate some additional traffic, however there is no highways objection to the proposal.

Main issue 4: Amenity

32. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraph 127
33. The use of jet washers and vacuums will generate some noise, however in the light industrial context of the site it is not considered this would be significant nor result in any unacceptable impacts on neighbouring uses or occupiers.
34. As noted below, details of the design of the screen shall be required by condition to ensure that this effectively contains spray within the site and does not spill over onto the footway or highway to the north.
35. There are existing lights on fence posts around the site and these are proposed to be retained, with some additional lighting under the canopy. In the context of the area this use of artificial lighting is considered unlikely to result in any unacceptable amenity impacts, nor are the proposed opening hours.

Main issue 5: Flood risk

36. Key policies and NPPF paragraphs – JCS1, DM5, NPPF section 14
37. This site is in a critical drainage area and the area proposed for access and parking in the southern part of the site is at risk of surface water flooding. The site is entirely hard-surfaced and the proposal would not alter that. A holding tank would capture and recycle water from the jet washing and it is only any overflow from this that would go to the existing foul drain.
38. Details of the holding tank, and appropriate interceptors to manage pollutants and sediment, shall be required by condition to ensure this is an adequate size and design to manage waste water. Subject to this, the proposal is not considered to exacerbate the existing surface water flood risk or be at any greater risk than the existing use of the land.

Equalities and diversity issues

39. There are no significant 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.
41. 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.
42. In this case local finance considerations are not considered to be material to the case.

Conclusion

43. The application proposes new economic development in an employment area and this is acceptable in principle. The proposed car valeting facility is considered appropriate to the character of the area and would not, subject to securing appropriate details by condition, result in any unacceptable impacts on amenity or exacerbate the existing risk of surface water flooding. Concerns regarding additional traffic and congestion within and outside the site are appreciated, however it is considered the design of the proposal and existing traffic restrictions should mitigate any unacceptable impacts.
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.

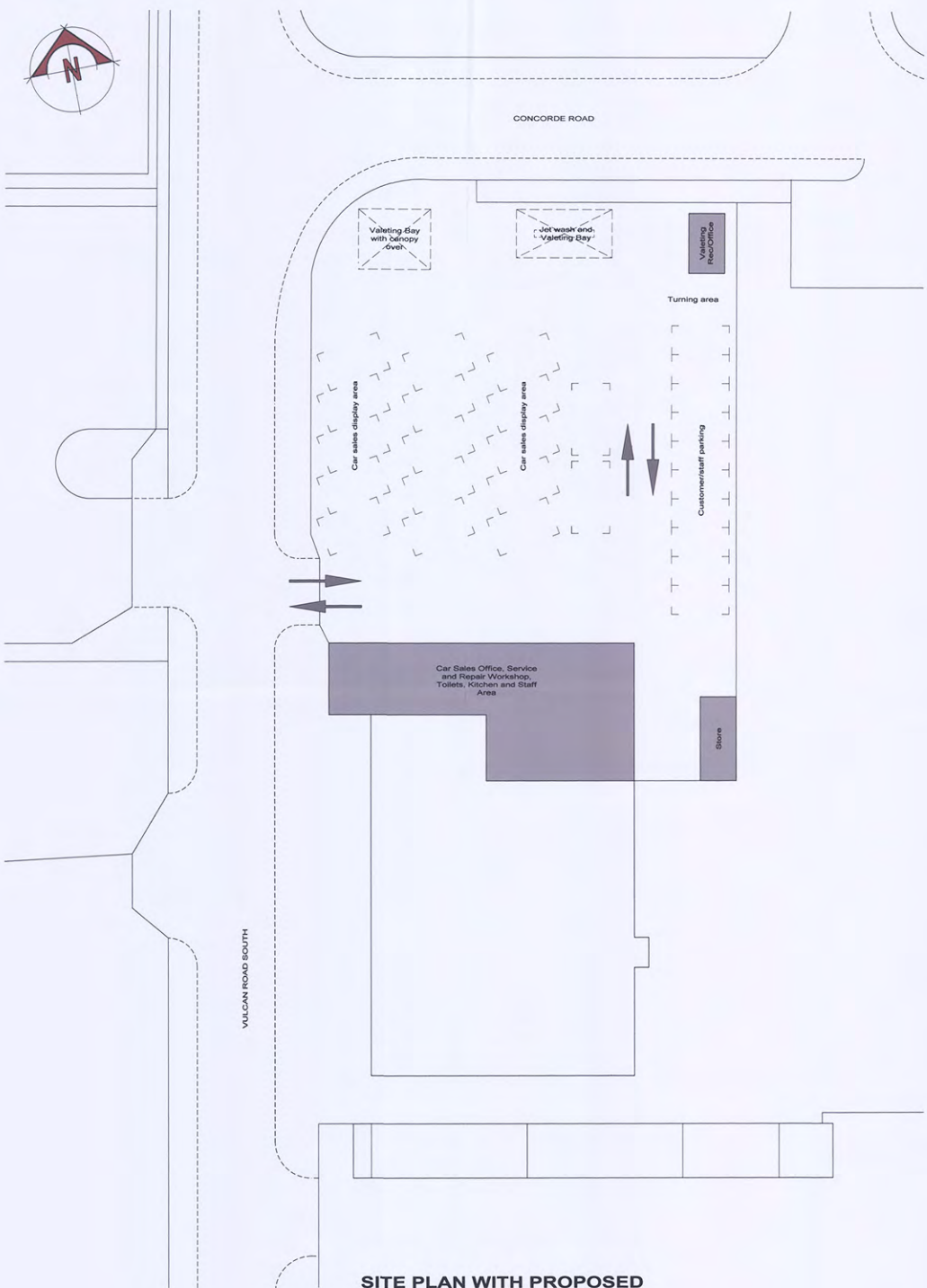
Recommendation

To approve application no. 18/01130/F - 26 Vulcan Road South, Norwich, NR6 6AE and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Design of screen
4. Full details of holding water tank, including capacity, overflow and interceptors

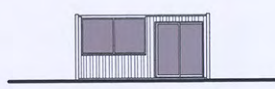
Article 31(1)(cc) statement

The local planning authority in making its decision has had due regard to paragraph 38 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations, the application has been recommended for approval subject to appropriate conditions and for the reasons outlined in the officer report.

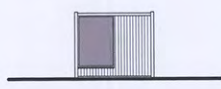


SITE PLAN WITH PROPOSED LAYOUT
scale 1:200

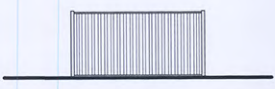
RECEPTION / OFFICE
scale 1:100



WEST ELEVATION



SOUTH ELEVATION

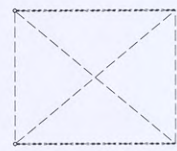


EAST ELEVATION

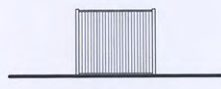


PLAN

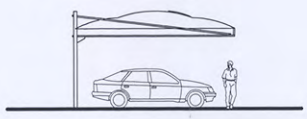
CANOPY
scale 1:100



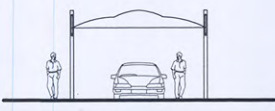
PLAN



NORTH ELEVATION



INDICATIVE SOUTH & NORTH ELEVATIONS



INDICATIVE WEST & EAST ELEVATIONS

RECEPTION / OFFICE:
Painted metal container style portable building set and levelled on either prepared concrete hard standing or forecourt.
Glazed sliding access doors and windows - all double glazed.
Rainwater to discharge to below ground drainage surface water connection.
Max size of building 5000 x 3000 x 2500mm high.

CANOPY:
Either galvanised or stainless steel framed bolted structure. Frame to be bolt fixed to plates set into cast concrete bases in forecourt. Either canvas or synthetic cover with shaped framing.

NOTES RE CAR :

- Refer to notes above re reception/office and canopy.
- Car jet wash area to be connected via drain with grease trap to below ground water collection and storage tank. Stored jet wash water to be filtered and recycled/reused for car wash use. Over flow from storage tank to be taken and connected to existing foul water main drainage. Grease traps to be cleaned and any removed waste taken to approved disposal facility. Location of jet wash area as noted on plan.
- Steel framed canopy structure to be erected for under cover vehicle valleting. Location of canopy as noted on plan.
- Surface water to be taken to existing adjacent drain. New drain runs to be formed where necessary or as agreed.
- Water and power supply to be proved to site area for equipment, lighting etc. All equipment used during trading hours to be stored in reception/office unit during out of hours/night time.
- Parking provision for staff and customers cars waiting valleting and/or collection.
- Trading hours:
Monday to Friday - 08.30hrs to 18.00hrs
Saturday - 08.30 hrs to 18.00hrs
Sunday and Bank Holidays 09.00hrs to 17.00hrs
- Staffing:
Minimum requirement:
3No - Full-time
3No - Part-time

CORPORATE RESOURCES
25 JUL 2018
POST ROOM



LOCATION PLAN scale 1:1250
APPLICATION SITE AREA (INCLUDING SHARED ACCESS) = 0.08Ha

CAR VALETING CENTRE AT AUTOPARK CAR SALES CORNER OF
VULCAN ROAD SOUTH AND CONCORDE ROAD NORWICH NR6 6AF

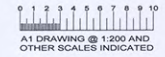
PLANS AND ELEVATIONS

Scales 1:100 / 1:200 / 1:1250 Date JULY 2018

18/1340/001

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A1 DRAWING @ 1:200 AND OTHER SCALES INDICATED

