

Report for Resolution

Report to Planning Applications Committee
Date 20 January 2010
Report of Head of Planning Services
Subject 10/02090/F Garages Adjacent To 63 - 79 Berners Street
Norwich

Item
6(1)

SUMMARY

Description:	Redevelopment of site to provide 2 No. houses and 4 No. flats.
Reason for consideration at Committee:	Objection
Recommendation:	Approve subject to conditions
Ward:	Mile Cross
Contact Officer:	Mr Mark Brown Senior Planner 01603 212505
Date of receipt:	2nd December 2010
Applicant:	Orwell Housing Association Ltd
Agent:	Barefoot & Gilles Ltd

INTRODUCTION

The Site

Location and Context

1. The site is located on the corner of Junction Road and Berners Street. The site is currently occupied by 20 garages in two single storey rows running east west across the site with access from Junction Road. A surface parking area to the north of the site provides a further seven parking spaces accessed from Berners Street.
2. An electrical sub-station is located to the northwest corner of the site, to the west are three storey flats and to the east four storey flats on the opposite side of Junction Road. Two storey terrace housing is located to the north and south of the site. There are a number of trees in and adjacent to the site; a sycamore is located to the east adjacent to Junction Road and a further group of trees runs along the western boundary in the adjacent site, comprising of two sycamores and a holly tree.

Planning History

3. There is no recent planning history.

Equality and Diversity Issues

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

The Proposal

5. The proposals are for the demolition of the garages on the site and erection of four two-bedroom flats and two two-bedroom houses. The proposals are two storeys in height. The houses are located to the south of the site with access to a single parking space at the front of the property from Junction Road. Private gardens are proposed to the rear with external access, areas for bin storage and a shed for cycle storage. The flats are proposed in the northeast corner of the site with parking, servicing and amenity areas to the rear (west) of the site.

Representations Received

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

Issues Raised	Response
Devaluation of property.	This is not normally a material planning consideration
Lack of alternative parking provision.	See paragraph
Alternative garaging on Penn Grove would not be used and this would add to further pressure for parking on Junction Road.	See paragraphs 12 and 13
Lack of parking on site for visitors to the development.	See paragraphs 12 and 13
Concern that a gritting bin located to the northeast corner of the site would be lost.	See paragraph 19
Concern that the community notice board in the northeast corner of the site would be lost.	See paragraph 19

7. A further e-mail has been received from the owners of two flats to the west of the site who advised that overall they are happy with the proposals although queried the boundary treatment to the western boundary. This has been clarified by the architect for the project as a new 1800mm fence; the neighbouring owners have advised that they are satisfied with this reply.
8. Pre-application consultation has been undertaken by the applicants who have advised that, at the time of submitting the application, one response had been received which raised concerns of lack of alternative parking provision; further pressure for on street parking and lack of parking for visitors to the occupants of the proposed development.

Consultation Responses

9. **Environmental Health** – The residential end use is a sensitive one, and there is a possibility of contamination due to the current or previous uses. I have therefore

recommended conditions for a site investigation to determine this. I have also suggested conditions for light nuisance, along with informatives for the demolition and construction phases.

10. **Norfolk Historic Environment Service – Archaeology** – This is a possible site of a former air raid shelter and as such an archaeological monitoring condition should be imposed.
11. **Tree Protection Officer** – No further comments subject to a detailed landscaping scheme for replacement planting.

ASSESSMENT OF PLANNING CONSIDERATIONS

Relevant Planning Policies

Relevant National Planning Policies

PPS1 – Delivering Sustainable Development

PPS3 – Housing

PPG13 – Transport

Relevant Strategic Regional Planning Policies

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

ENV7 – Quality in the Built Environment

T8 – Local Roads

WM6 – Waste Management in Development

Relevant Local Plan Policies

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

NE9 – Comprehensive Landscaping Scheme

HBE4 – Other Locations of Archaeological Interest

HBE12 – High Quality of Design

HBE19 – Design for Safety and Security

EP1 – Contaminated Land

EP18 – High Standard of Energy Efficiency

EP22 – High Standard of Amenity

HOU13 – Proposals for New Housing Development

HOU18 – Construction of New Flats

TRA5 – Approach to Design for Vehicle Movement and Special Needs

TRA6 – Parking Standards – Maxima

TRA7 – Cycle Parking Standards

TRA8 – Servicing Provision

Principle Policy Considerations

12. The principle policy considerations are the loss of the garaging and an assessment against saved local plan policies HOU13 and HOU18 for the provision of new dwellings. National policy in PPG13 has recently changed to remove the requirement for councils to limit the number of parking spaces allowed in new residential developments and placing the onus

on councils and communities to adopt policies appropriate for their area. Currently saved and adopted local plan policies remain in place which set out maximum parking standards for the City. There are no planning policies which seek the retention of parking or garaging provision. However, it is appropriate on a case by case basis to consider whether the loss of the garaging or parking provision would have other material or detrimental effects on the locality.

13. Of the 27 parking/garage spaces on site 19 spaces are tenanted and 8 are void. It is suggested that alternative parking provision would be offered to existing tenants at Penn Grove. The loss of parking could clearly lead to greater demand for on street parking, which is limited. However, in this case it is not considered that this would lead to any significant demonstrable harm in planning terms. Current local plan parking policies seek to minimise the reliance on the private car and whilst matters of highway safety and congestion are material planning considerations, it is not considered in this case that the proposals would have any significant detrimental impacts in these areas.
14. In terms of policies HOU13 and HOU18, the site is a brownfield site within the urban area. The site has good links to the City Centre along Aylsham and Drayton Road and the site is within walking distance of local and district centres on Aylsham and Drayton Road respectively. The proposals are therefore considered to be acceptable in principle subject to assessment against the criteria in policies HOU13 and HOU18, other development plan policies and material considerations.

Layout and Design

15. The proposals are designed to provide a terrace along the street facing onto Junction Road. In order to facilitate this, the sycamore at the front of the site is proposed to be removed and replacement planting provided. The layout is considered appropriate and takes into account site constraints whilst providing amenity, servicing and parking areas. In terms of density the proposals equate to 72 dwellings per hectare which is consistent with the character and density of the surrounding area.
16. The dwellings are two storeys in height and adopt a fairly traditional form with pitched roofs, gable ends, red facing brick and pantiles. The detailing is slightly more contemporary in terms of the proportions of windows and timber infill panels. Windows and bargeboards are proposed in timber. Limited details of brick, tiles and the timber infill panels are provided and as such it is suggested that details of these form a condition of any consent. Subject to these details the design is considered to be appropriate.
17. The size of the development is below the threshold for an energy efficiency statement, however the design and access statement submitted with the application details that the applicants are committed to achieving code for sustainable homes level 4.
18. Details of hard and soft landscaping treatments to the boundaries and front of the site will be key to the success of the scheme. Details provided with the application are considered to be acceptable in principle, however further details of materials, soft landscaping and boundary treatments should form a condition of any consent.
19. Concern is raised by one resident over the potential loss of the community notice board

and grit bin. These are facilities which are required in the vicinity and as such it is recommended that their re-provision is conditioned as part of the landscaping scheme for the site.

Access Parking and Servicing

20. Provision is made for one car parking space per dwelling which is consistent with the maximum parking standards set out within saved local plan policy TRA6. Given the size of the units further parking would be contrary to this policy.
21. Areas for bin storage and sheds for cycle parking are provided within the rear gardens of the houses and a communal enclosed cycle store and bin store is provided for the flats. Although the bin store is annotated with the wrong bins, it is large enough to accommodate the bins required and as such the proposals are in line with the requirements of policies TRA7, TRA8 and WM6.

Trees

22. As detailed above the layout is dependent on the removal of a sycamore to the front (east) of the site. The tree is of a reasonable standard and a category B tree, so its retention is desirable. However, the removal and replacement of the tree allows for a significantly improved layout. The Tree Officer has advised that subject to satisfactory replacement this is acceptable.
23. Extensive areas of hard standing currently exist on site and an arboricultural method statement for the removal of hard surfaces adjacent to those trees to be retained along the western boundary has been provided, compliance with this should form a condition of any consent.

Ecology

24. An ecological appraisal has been submitted with the application; this does not identify the specific presence of any protected species and the proposals are considered to have a neutral impact. A number of mitigation and enhancement measures are suggested, some of which are incorporated into the proposals. Native landscaping with berry bearing species is suggested within the ecological appraisal and this can be achieved via landscaping conditions. It is also suggested that informative notes are used to provide further advice on site clearance.

Amenity

25. The proposed dwellings are well orientated in relation to neighbouring properties. Overshadowing to adjacent properties would be largely non-existent due to the orientation of the proposals and location of Berners Street to the north. In terms of overlooking, the relationship and distances to other dwellings are such that there would be no significant implications in terms of overlooking to neighbouring properties.

26. In terms of the amenity of future residents of the properties themselves, the dwellings are of a suitable size for a two-bed properties ranging between 61 and 78 m². Sufficient private amenity space is provided in the form of communal space for the flats and private gardens for the houses. The landscaping details of the communal area will be key to its success and can be controlled via condition.

Contamination

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

Conclusions

28. The proposals provide for the redevelopment of an existing brownfield garage site. Of the 27 parking/garage spaces on site, 19 spaces are tenanted and 8 are void. It is suggested that alternative parking provision would be offered to existing tenants at Penn Grove. The loss of parking could clearly lead to greater demand for on street parking which is limited. However, in this case it is not considered that this would lead to any significant demonstrable harm in planning terms. Current local plan parking policies seek to minimise the reliance on the private car and whilst matters of highway safety and congestion are material planning considerations, it is not considered in this case that the proposals would have any significant detrimental impacts in these areas. The site has good connections to nearby services and is considered to be an appropriate location for new residential development. Subject to conditions, the design of the proposal is considered to be acceptable taking into account the constraints of the site. It is not considered that there are any significant detrimental impacts to the amenities of adjacent properties. The proposals are therefore considered to be acceptable subject to the conditions listed in the recommendation below.

RECOMMENDATIONS

To approve Application No (10/02090/F Garages Adjacent To 63 - 79 Berners Street, Norwich) and grant planning permission, subject to the following conditions:-

1. Standard time limit;
2. Development in accordance with the submitted plans;
3. Compliance with the arboricultural implications assessment and method statement for construction and provision of services. Provision of an auditable system of arboricultural site monitoring.
4. Provision of the sheds, parking areas, refuse storage areas and cycle stores prior to first occupation;
5. Submission of a landscaping scheme including:
 - details for replacement tree planting;
 - hard and soft landscaping details for all communal areas and site frontages including details of all boundary treatments;
 - details of the future management and maintenance of the landscaped areas;
 - reprovision of the community notice board and grit bin;
 - provision of landscaping prior to first occupation.
6. Details of bricks, tiles and timber infill panels to be used in the development;
7. Site contamination investigation and assessment to be carried out and if contamination is

found a scheme of remediation and mitigation to be agreed and carried out. Should during development, contamination not previously identified be found development is to cease pending details to deal with contamination;

8. Archaeological monitoring and submission of results.

The following informative notes should be appended to any consent:

1. Considerate construction and timing to prevent nuisance;
2. An asbestos survey should be carried out;
3. All practical methods should be taken to prevent dust emission;
4. Materials removed from site should be classified and disposed of at suitable licensed facilities;
5. Site clearance to have due regard to minimising the impact on wildlife.

(Reasons for approval: The decision has been made with particular regard to PPS1, PPS3, PPG13, PPG24, policies ENV7, T8 and WM6 of the adopted East of England Plan and saved policies NE9, HBE4, HBE12, HBE19, EP1, EP18, EP22, HOU13, HOU18, TRA5, TRA6, TRA7 and TRA8 of the adopted City of Norwich Replacement Local Plan.

The proposals provide for the redevelopment of an existing brownfield garage site. Of the 27 parking/garage spaces on site, 19 spaces are tenanted and 8 are void. It is suggested that alternative parking provision would be offered to existing tenants at Penn Grove. The loss of parking could clearly lead to greater demand for on street parking which is limited. However, in this case it is not considered that this would lead to any significant demonstrable harm in planning terms. Current local plan parking policies seek to minimise the reliance on the private car and whilst matters of highway safety and congestion are material planning considerations, it is not considered in this case that the proposals would have any significant detrimental impacts in these areas. The site has good connections to nearby services and is considered to be an appropriate location for new residential development. Subject to conditions the design of the proposal is considered to be acceptable taking into account the constraints of the site. It is not considered that there are any significant detrimental impacts to the amenities of adjacent properties. The proposals are therefore considered to be acceptable subject conditions.)



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Planning Application No - 10/02090/F

Site Address - Garages adjacent to 63-79 Berners Street, Norwich

Scale - 1:1,000



NORWICH
City Council

PLANNING SERVICES





