

Report for Resolution

Report to Planning Applications Committee
Date 1 December 2011
Report of Head of Planning Services
Subject 10/01774/O Enterprise Garage Starling Road Norwich NR3
3ED

Item
5(1)

SUMMARY

Description:	Demolition of existing light industrial premises, erection of 6 No. one bedroom flats and 8 No. two bedroom houses with associated bin and cycle stores and car parking.
Reason for consideration at Committee:	Objection
Recommendation:	Approve subject to conditions and a S106 Agreement
Ward:	Sewell
Contact Officer:	Mr Lee Cook Senior Planner 01603 212536
Valid Date:	26th March 2011
Applicant:	Enterprise Garage
Agent:	Ross Powlesland Associates LLP

INTRODUCTION

The Site

Location and Context

1. The site is located on the east side of Starling Road to the south-east of the junction of Starling Road and Waterloo Road. The site is just outside the Norwich City Centre Conservation Area. Magpie Road to the south now forms part of the gyratory system. The area is within a controlled parking zone and is within easy reach of local retail shops, Anglia Square and the City centre.
2. The surrounding area is mixed in character with commercial properties along the east and north side of Starling Road and residential properties on Starling Road to the west and running along Heath Road to the east of the application site and Waterloo Road to the west and north. The application site is currently in use as a garage and accommodates commercial buildings and a forecourt to the Starling Road frontage and a further open court within part of the former factory on the north side of the site. The forecourt is currently used for vehicle parking/storage.

Constraints

3. Within the area of main archaeological interest. Previous contaminative uses of the site.

Topography

4. The site is relatively flat and has existing buildings along its north and east boundaries and partly along the southern boundary.

Planning History

5. The buildings on site have existed for a number of years and the site itself has had some previous industrial and storage and distribution use. Enforcement action has previously been taken to remove car sales from part of the site.
6. Relevant history includes **4/1995/0014/U** - Use of former APEC building and part of derelict factory as vehicle repair workshop. (Approved - 30/03/1995) **4/2002/1181/U** - Retrospective application for the use of land for the sale of cars. (Refused - 21/02/2003) **4/2002/1199/F** - New roof to remains of former fire damaged factory building and part retrospective application for doorway and brickwork to Starling Road elevation. (Approved - 21/02/2003).

Equality and Diversity Issues

There are no significant equality or diversity issues

The Proposal

7. The application is for outline planning permission. Matters of access and layout form part of the assessment of this application with appearance, scale and landscaping being reserved matters for future application submission.
8. The proposal includes the demolition of buildings on site and the scheme is for 6 No. one bedroom flats and 8 No. two bedroom houses with associated bin and cycle stores and car parking. The access point to the parking area is shown at the dog leg of Starling Road. The development also has private garden space within the scheme.

Representations Received

Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. 2 letters of representation have been received citing the issues as summarised in the table below.

Issues Raised	Response
Concerned about the proposed height of boundary wall being reduced to 2m. The boundary wall to rear gardens is currently around 4m in height and provides privacy and seclusion at the rear of the property and makes the garden a characterful walled courtyard garden which is rare in north city	Paras 28, 30, 31 and 35

terraces. Removal of the wall may lead to overlooking and it raises issues of security.	
Concerned that if the wall becomes unsafe during the building work and has to be removed, that it might be replaced with an inferior quality boundary such as wooden fence panelling. Asks that a brick wall is provided and 2 metres being its absolute minimum height.	Noted and para 35
Concerned about possible levels of noise coming from the properties – advises that there is currently no noise from the site.	Paras 30 and 31
Concerned that not enough notice has been taken of possible noise from the adjacent commercial use itself and also from lorries making deliveries at any time from 6.00 am. Concerned that there may be complaints after the development is completed.	Paras 18, 42 and 43

9. **Norwich Society:** We thought this a clever use of the site, with the building line maintained, but the majority of the (very small) houses at the rear of the site.

Consultation Responses

10. **Historic Environment Service:** The site lies immediately south of a medieval leper hospital, marked on Ordnance Survey maps. Little is known about this establishment, other than it was founded in the 12th century, and was not suppressed, suggesting it was unoccupied at the time of the Reformation. The proposed development sits on the site of the Borough psychiatric hospital. The hospital is visible on the 1st Edition Ordnance Survey, suggesting that it is early 19th or late 18th century in date. The hospital was closed in 1870. One of the buildings has been interpreted as a possible chapel, suggesting that the hospital may have had an associated burial ground. If planning permission is granted, we therefore ask that this be subject to a condition for a programme of archaeological work in accordance with Planning Policy Statement 5 policy HE12.3. Archaeological evaluation has previously been requested but not carried out - there is a brief in place for the work.
11. **Norfolk Constabulary:** Recommend that the development incorporates principles of “Secured by Design” and suggest detailing to ensure: insertion of windows to aid overlooking of car park area to prevent nuisance; protection/fenced areas to the gable ends adjacent to the car park area; secure gates to bin stores and communal spaces; and secure access to the flats.
12. **Design and Conservation:** This site is positioned just to the north of the City centre conservation area. It is currently a garage but is situated within a predominantly residential area, although there is some industrial use adjacent to the site at present (although the Cordova Buildings has been approved for residential redevelopment). The principle of residential development on this site is

therefore acceptable.

13. This is an outline application with access, parking and siting being detailed at present. I have no objection to the proposed access. This is shared with the adjoining redevelopment at the Cordova Buildings, thereby reducing the number of access points required on this relatively short stretch of road and also making more efficient use of the land. The parking is also adjacent to the parking area for the proposed Cordova buildings development and again this seems a sensible approach. Details of the treatment of the parking area will need to be agreed to ensure it provides a high quality setting for the buildings.
14. Siting of the proposed buildings is acceptable. Those fronting the street are set back slightly, recreating a positive street-frontage but being set back enough to be characteristic of housing in the area, with low boundary walls shown which is also in keeping. The position of houses 1-6 appears to be far enough away from the properties to the east on Heath Road. Design and scale are reserved matters. However the indicative design relates well to other housing in the area. It will be important that landscaping is detailed at a later stage.
15. **Transportation:** No objection in principle to this and the layout is mostly fine in transport terms. Only criticism is that the bike store for the flats isn't really related to the entrance. Bin store is fine. Development will attract a transport contribution of £3950.10 which will go towards transportation improvements identified in the NCCAAP. Please ensure that the developer is aware that this development will not be eligible for parking permits. Although this is not a requirement, I would suggest that they look at a more flexible arrangement with respect to the parking spaces than just selling them off with individual properties.
16. **Pollution Control:** Due to the potentially contaminative site history, an intrusive site investigation is required as recommended in the Harrison Geotechnical report ref GN14470DS, the methodology etc to first be approved by Environmental Health. This would need to be conducted after the existing structures on the site have been removed and before any construction commences. A full contamination report and, where appropriate, remediation report would need to be submitted for approval prior to any construction. Noise and dust from construction activity would be controlled by an advisory note which would also recommend hours and days of operation.
17. I assume the wall that delineates the Galpen boundary with the application site will remain. If this is not the case, then I would recommend an acoustic fence is erected on the southern boundary of the application site in order to protect outdoor amenity from industrial noise. I would want to see further consideration given to protecting outdoor amenity from the car wash operation. As recommended in the noise assessment, as the site falls within Noise Exposure Category NEC B with regards to traffic noise, noise control measures and sound insulation is required to ensure that noise inside the dwellings does not exceed the BS8233:1999 noise design criteria and the current World Health Organisation recommended guideline values for internal noise for bedrooms and living rooms. The levels recorded should be treated as the average and not worst case when the design criterion is determined. Both these recommendations would need to be conditioned to secure suitable attenuation is provided.

ASSESSMENT OF PLANNING CONSIDERATIONS

Relevant Planning Policies

Relevant National Planning Policies

PPS1	Delivering Sustainable Development
PPS1 Supplement	Planning and Climate Change
PPS3	Housing
PPS5	Historic Environment
PPG13	Transport (January 2011)
PPG24	Noise

Relevant policies of the adopted East of England Plan Regional Spatial Strategy 2008

ENV7	Quality in the built environment
ENG1	Carbon Dioxide Emissions and Energy Performance
H2	Affordable Housing
T14	Parking
WM6	Waste Management in Development

Relevant policies of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011

Policy 1	Addressing climate change and protecting environmental assets
Policy 2	Promoting good design
Policy 3	Energy and water
Policy 4	Housing delivery
Policy 5	The economy
Policy 6	Access and transportation
Policy 9	Strategy for growth in the Norwich Policy Area
Policy 20	Provision and support of infrastructure, services and facilities

Relevant saved policies of the adopted City of Norwich Replacement Local Plan 2004

EP1:	Contaminated Land
EP18:	High standard of energy efficiency for new development
EP20:	Sustainable use of materials
EP22:	High standard of amenity for residential occupiers
EMP3:	Protection of small business units and land reserved for their development
HBE3 :	Archaeology
HBE12:	Design
HOU6 :	Contributions to community needs
HOU13:	Proposals for new housing development on other sites
HOU18:	Construction of houses in multiple occupation
NE4:	Street tree contributions
NE9:	Comprehensive landscaping scheme and tree planting
TRA5:	Approach to design for vehicle movement and special needs
TRA6:	Parking standards – maxima
TRA7:	Cycle parking standards
TRA8:	servicing standards
TRA11:	Contributions for transport improvements in the wider area

Supplementary Planning Documents and Guidance

Trees and Development SPD – September 2007

Transport Contributions – Draft January 2006

Accessible and Special Needs Housing SPD – June 2006

Development of house in multiple occupation – June 2006

Other material considerations

Written Ministerial Statement: 23 March 2011: Planning for Growth : Support of enterprise and sustainable development

Draft National Planning Policy Framework

Principle of Development

Policy Considerations

18. Residential development of such a brownfield site is encouraged by PPS1 and PPS3, and local policies HOU13 and HOU18, particularly where the scheme can contribute to the overall housing demands of the city. Loss of the existing employment land also needs consideration against Local Plan policy EMP3.
19. The site is within an area of long standing employment land although at the present time not in a use which would normally be encouraged within a residential area. Its presence here is reflective of the longstanding 19th and 20thC commercial nature of this side of Starling Road. In this instance an assessment of employment land in Norwich has been made on a wider basis and suitable areas to be retained have been considered. The retention of the employment use of the land here is not considered appropriate given its location and conflicts that such industrial uses can create within a residential area. The site is also now included within a larger area for future residential redevelopment within the draft sites allocation DPD recently at consultation.
20. The re-use of land is encouraged under policy and the scheme provides 14 dwellings at approximately 106 dwellings to the hectare, which is comparable to the development recently approved on the land to the north. The scheme is laid out to respect amenity and has adequate garden space and provision for parking and servicing. As such the scheme accords with local and national policies for development and re-use of land.

Housing Proposals

Affordable Housing

21. The application is considered against the new Joint Core Strategy (JCS) Policy 4 (adopted locally on 24th March). The policy requires a proportion of affordable housing, including appropriate tenure mix, on all sites proposing redevelopment of 5 or more dwellings. This application proposal for 14 dwellings is required to provide 30% affordable housing, giving 4 no. affordable units in total, and the applicant has been asked to provide all of these as social rented, this being an appropriate tenure type for the numbers involved, and a draft section 106 agreement has been prepared reflecting this requirement.
22. The applicant has confirmed that he is happy to enter into the obligations as outlined in the section 106 subject to agreeing, at a later date, a possible amendment to this document to allow a commuted sum to be provided in lieu of on-site affordable housing provision which he feels may help development to come forward in the current difficult market.
23. The purpose of this amendment would be to provide flexibility in the event that a private developer found it difficult to secure the housing association partner which would be needed to discharge the affordable housing obligations currently outlined in the draft section 106 agreement.

Housing Numbers and Density

24. The scheme at present represents a good use of land and maximises site density and shares some of the service facilities and access with the site to the north which will bring forward a large part of the suggested housing land allocation mentioned above as a more comprehensive development.
25. Given the advantages of such a comprehensive approach to development within this area and that the applicant is willing to provide for affordable housing at a level which concurs with the JCS policy 4, on balance it is considered appropriate to further investigate S106 issues to enable the approach suggested by the applicant.
26. To give some certainty to the applicant the Officer recommendation is to approve the principle of residential development in the form of that proposed within this outline application. However; should negotiation fail on a suitable undertaking coming forward for either on site or off site provision the fall back position of refusal of outline planning permission due to the absence of a suitable undertaking or agreement is also recommended below.

Impact on Living Conditions

Overshadowing, Overlooking, Loss of Privacy and Disturbance

27. Various issues related to layout and impact on amenity have been assessed and have been part of ongoing discussions with the agent to overcome any local concerns. The scheme provides a layered arrangement of buildings to maximise site coverage. The new buildings provide a secure garden to garden relationship within the site along its eastern boundary. This arrangement allows central access to the proposed car park and follows through from the layout of housing proposed to the north.
28. The block of 6 flats is located within the south-west corner and the 2 bed houses spaced along the remainder of the front of the site and along the eastern edge as the site backs onto gardens along Heath Road. The existing factory building will be removed but part of the wall is suggested to remain. To maintain security and amenity for existing residents a condition is suggested in relation to boundary treatments along this edge. The parking court is located on the north side of the site to give a separation between the Cordova site development and the new houses. Overall the new dwellings are situated sufficiently far enough away from other dwellings to avoid any significant overlooking of private areas to adjacent properties.
29. Careful consideration has been given to the relationship of the proposed buildings to the surrounding area. The proposed layout achieves appropriate distances between new and existing buildings and does not as a result create overshadowing or overlooking problems or be likely to lead to residential noise issues beyond those normally experienced between houses and garden areas.
30. The scheme will also provide benefits to the appearance and amenity of the area by the removal of commercial uses. Parking and garden areas will have natural surveillance from future residents thereby helping reduce any security issues arising from opening out parts of the site. The scheme provides a reasonable standard of living and garden spaces which would provide an attractive living environment and which would integrate well with the character of the area. However; given that the layout provides for a layered arrangement to the terrace of houses and in some instances close relationship between buildings and gardens in order to protect amenity, given the layout and size of garden spaces a condition is suggested removing permitted development rights for extensions to the new houses.

Design

Site Layout

31. Matters being considered at this outline stage are access and layout. The proposed site access and parking area are to be shared with the adjoining redevelopment at the Cordova Buildings, thereby reducing the number of access points required on this relatively short stretch of road and also making more efficient use of the land. Details of the treatment of the parking area will need to be agreed to ensure it provides a high quality setting for the buildings.
32. In terms of building layout the layered effect gives more depth to the site and creates communal spaces around buildings which add to the character being created within the area and also maximises site development density. Those dwellings fronting the street recreate a positive street-frontage but are set back slightly to be characteristic of housing within the area, with low boundary walls shown which would also be in keeping.

Building Design and Scale

33. The development is shown indicatively to consist of 2 storey buildings provided as either houses or a block of flats. The indicative design relates well to other housing in the area and is considered to be acceptable. In terms of scale, some parameters are provided for height, width and length of each building. Maximum height of 9.8m is shown for the block of flats and 8m for the houses. In line with the measured parameters shown a condition is suggested to confirm that any subsequent building will be limited to the height / length / width shown on the drawings provided.
34. Boundary treatments are not agreed at this stage but the agent has indicated that the rear brick wall is to be retained. However, a condition is suggested to ensure that boundary treatments are appropriate and secure and are appropriately designed throughout in the context of the final scheme.

Building for Life

35. JCS policy 2 requires assessment of new development against building for life criteria and achievement of at least silver standard (14 points) to ensure that new development makes a positive contribution to providing better places for people. This is an outline application with only access and layout submitted as items to be approved. Therefore sufficient information may not be available to assess the proposal fully against BfL criteria. An assessment has however been carried out based on the information submitted including the indicative information on design and scale and a score of 13 achieved at this stage without answering 2 of the questions on housing assessment.
36. Taking also into consideration the potential provision of affordable housing and housing which is in line with tenure requirements identified for the area the scheme should pass the minimum 14 points required. Although the scheme also required more detail on landscaping and design this is partly covered by reserved matters and conditions could cover landscaping and architectural treatment to ensure that suitable design standards are met and potentially further increase the above score.

Transport and Access

Vehicular Access and Servicing

37. The scheme provides a single access point which is close to the existing eastern access of the adjoining site and historic access into the commercial building. This links onto the corner of Starling Road and is designed to prevent fly parking and to be of an appropriate width to slow vehicles coming in and out of the site. It is intended to use a different palette of materials to differentiate the site access from the highway which will help define this edge of the site. The layout provides a single

new parking area to the development with pedestrian links into the main part of the site. Conditions are suggested in terms of lighting and security gates for the footway links as well as boundary treatments to prevent fly parking on garden spaces. Highways officers have reviewed the scheme and regard access and parking as being of an acceptable design and extent for the development proposed.

38. Building access and bin storage areas are within easy reach of the highway. The bin stores themselves are in a central area of the site to limit the distance to travel from each new dwelling. The store has been reviewed and is capable of taking the bin requirement for the site and as such will make an adequate provision for servicing.

Car and Cycling Parking

39. Proposed levels of parking are in line with the maximum suggested in Appendix 4 of the Adopted Local Plan and as such this level of provision accords with local policy and advice on encouraging sustainable modes of transport and car usage. Car parking is provided at below 1:1 provision and 10 spaces are provided, including 1 disabled parking bay. Given the proximity to the City Centre, and the relatively small nature of the dwellings this level of provision is considered acceptable. An informative is however suggested to ensure that the applicant is aware that these new properties will not be eligible for parking permits. Cycle storage has also been built into the scheme with a secure store for the flats. These aspects of the development enhance the operation of the scheme and long term amenity value for the residents. A condition is suggested to ensure provision of stores and parking areas within the scheme.

Environmental Issues

Site Contamination and Remediation

40. 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.

Noise

41. In terms of noise impacts from commercial uses and road traffic noise these have been assessed as part of the application. A noise report has been provided giving recommendations to reduce impacts on future tenants. Given the proximity of the existing commercial premises and the roadway it is considered that noise impacts should be taken into account and as appropriate, conditions imposed to ensure an adequate level of protection against noise. Units in the flats closest to the commercial use indicate the potential to avoid windows to habitable rooms facing directly towards this use. The building has also been pushed away from the boundary closest to the commercial use to help reduce any noise and disturbance issues.
42. In this case Pollution Control Officers have agreed that the noise occurring within the area could be mitigated by double glazing systems (to a higher standard than normal) and acoustic ventilators. The use of suitable fencing between uses is also suggested to reduce impacts to external areas. In this respect to maintain an appropriate level of amenity the Pollution Control Officer has requested conditions for windows and boundary fencing to be designed and installed to provide protection from road traffic and other noise.

Archaeology

43. The site is within an Area of Main Archaeological interest, therefore an appropriate assessment of the archaeological significance of the site, and where necessary, a programme of archaeological work in accordance with an agreed scheme or

method should be prepared. The Historic Environment Service has requested that this be dealt with by way of a three part condition on any permission for the site.

Energy Efficiency and Renewable Energy

44. An energy efficiency statement has been submitted with the scheme to show how a minimum level of 10% energy generation could be met on site in accordance with policy ENG1 of the East of England Plan and policy 3 of the JCS. This is shown as being achieved through the installation of ground source heat pumps connected to three of the houses.
45. The agent has confirmed that the proposal would include for a heat pump in each of the houses. These pumps are about the size of a domestic heating boiler and there would therefore be no need for any additional buildings in connection with this proposal. The heat source would be generated from deep bores creating limited disturbance to the wider site.
46. The agent has also advised that the development will additionally aim to improve construction design to further reduce the end use requirement for energy. A condition is suggested to ensure installation and maintenance of the energy technologies for the site.

Water Conservation

47. The agent has indicated that the scheme can be designed to meet sustainable homes Code 4 with water consumption to be limited to 105 litres per person per day by incorporating: a) 6/4 dual flush WC cisterns; b) Flow reducing aerating taps; c) 6/9 litres/min showers; d) 60 litre max volume washing machine; e) 18 litre max volume dishwasher. It would therefore be reasonable to impose a condition requiring the development to meet appropriate levels of water usage as promoted by JCS Policy 3.

Lighting

48. On site lighting to external spaces and access points and lights to the proposed entrances etc could potentially cause amenity and design issues for the area. The new access and parking also needs to have appropriate lighting to serve its use. Insufficient information is available at the present time and it is therefore suggested that conditions are imposed requiring details to be agreed for the final scheme to ensure appropriate design, location and levels of illumination.

Trees and Landscaping

Planting

49. No specific information is provided at this stage with the application, landscape being a reserved matter for future consideration. However; there are potential planting areas to the front of buildings as well as circulation spaces which could accommodate planting to soften the impact of any new buildings and provide biodiversity enhancements for this site. In addition contributions to street trees are sought which would provide potential planting along Starling Road to the west of the site to provide an extension of tree planting within the area from Magpie Road to Waterloo Road. The street tree planting would improve the street scene and add value to landscape diversity within the area and the sites linkages with those existing to the south and west.

Planning Obligations

Transport Improvements

50. As the proposal is for a development of more than 10 dwellings a contribution towards transportation improvements, in the form of a commuted payment, would normally be required under Policy TRA11. The transportation officer, following assessment of the scheme and impacts on the area, has identified that there is a

need for a contribution of £3950.10.

Street Trees

51. As the proposal provides for a development of a design and frontage width which has landscape enhancement implications, a contribution towards additional trees, in the form of a commuted payment, would normally be required under Policy NE4. The arboricultural officer, following assessment of on-site impacts on the area, has identified that there is a need for additional tree planting within the area close to the application site which will require Council planting and maintenance. On the basis of the information provided a tree contribution of £2538.88 for four trees should be sought.

Affordable Housing

52. As the proposal is for a development of more than 14 dwellings an affordable housing commitment is required as explained within paragraphs 22 to 27 above.

Conclusions

53. The proposed scheme provides an arrangement of 14 dwellings with associated parking and servicing. The layout responds to the constraints and topography of the site, links with the potential redevelopment of the adjoining site to the north and would lead to an attractive development in accordance with local and national policy. Subject to conditions and reserved matters it is envisaged that the proposed development will achieve an appropriate standard of design and would be well integrated with the surrounding area. The scheme also provides for appropriate contributions to meet tree planting and transportation improvements.
54. The development of 14 dwellings, considered against the Joint Core Strategy (JCS) Policy 4, would be required to provide 30% affordable housing, 4 no. affordable units in total, which would contribute to the promotion of affordable housing in Norwich. The scheme represents a good use of land and maximises site density and shares some of the service facilities and access with the site to the north which will hopefully bring forward a large part of the suggested housing land allocation as a more comprehensive development. Given the advantages of such a comprehensive approach to development within this area and that the applicant is willing to provide for affordable housing at a level which concurs with the JCS policy 4 on balance it is considered appropriate to further investigate S106 issues to enable the approach suggested by the applicant.

RECOMMENDATIONS

To approve Application No 10/01774/O Enterprise Garage Starling Road Norwich and grant outline planning permission, subject to:

- (1) the completion of a satisfactory S106 agreement to include the provision of contributions to sustainable transportation improvements and street trees and for the suitable provision of affordable housing, and the following conditions:-
 1. Application for the approval of reserved matters to be made not later than 3 years from date of permission
 2. Commencement of development 2 years from the date of approval of the reserved matters to be approved
 3. Reserved Matters to relate to appearance, scale and landscaping,
 4. Planting and site treatment works
 5. Landscape maintenance

6. Details of Facing and Roofing Materials; Boundary treatments, walls and fences; external lighting; biodiversity enhancements
7. Details of car parking, cycle storage, bin stores, access road
8. Provision and maintenance of renewable energy sources
9. Water efficiency measures
10. Noise protection measures
11. 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
12. Control on imported materials.
13. Archaeology - investigation, evaluation and mitigation
14. Removal of permitted development rights
15. Development to be in accordance with approved drawings

Reasons for approval: The development of 14 dwellings would contribute to the overall delivery of housing in Norwich and as considered against the Joint Core Strategy Policy 4, would provide for a 30% provision towards affordable housing (4 no. affordable units in total) which would contribute specifically to the promotion of affordable housing in Norwich. The proposed development, subject to conditions, would be well integrated with the surrounding development in form and layout and would make good use of this brown field site. The scheme provides adequate parking and servicing space with ease of access to future residents. The individual layout of blocks has regard to amenity issues in the area for existing residents and subject to conditions should limit amenity impacts for future residents of the scheme. The scheme as laid out also allows sufficient space for further landscape and biodiversity enhancement to improve the amenity of the area. The scheme also provides for appropriate contributions to meet tree planting and transportation improvements in the area.

The decision has been made with particular regard to PPS1, PPS3, PPS5, PPG13 and PPG24; policies ENV7, ENG1, H2, T14 and WM6 of the East of England Plan 2008; policies 1, 2, 3, 4, 5, 6, 9 and 20 of the Joint Core Strategy (March 2011); and saved policies EP1, EP18, EP20, EP22, EMP3, HBE3, HBE12, HOU1, HOU13, HOU18, NE4, NE9, TRA5, TRA6, TRA7, TRA8 and TRA11 of the City of Norwich Local Plan (Adopted Version 2004) and to all material planning considerations

The following informative notes should be appended to any consent:

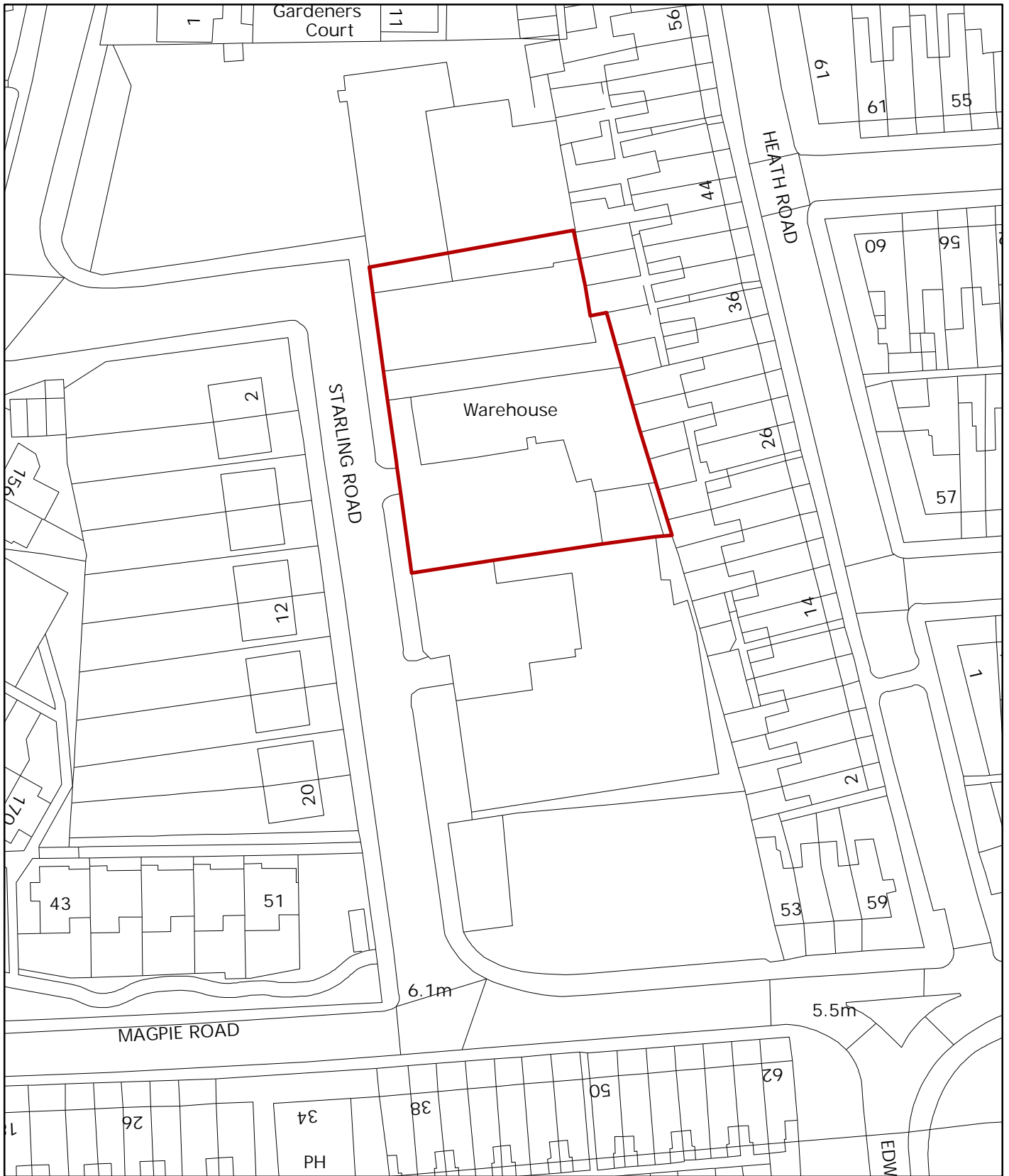
1. Considerate construction and timing to prevent nuisance;
2. An asbestos survey should be carried out;
3. Materials removed from site should be classified and disposed of at suitable licensed facilities;
4. Site clearance to have due regard to minimising the impact on wildlife
5. Advise that new flats will not be eligible for permits within the CPZ

(2) where a satisfactory S106 agreement is not completed prior to 31st March 2012 that delegated authority be given to the Head of Planning Services to refuse planning permission for Application No 10/01774/O Enterprise Garage Starling Road Norwich for the following reasons:

In the absence of a suitable legal agreement or undertaking relating to the provision of street trees and transportation contributions the proposal is contrary to saved policies

NE4, TRA11 and HOU6 of the adopted City of Norwich Replacement Local Plan (November 2004) and policy 20 of the Joint Core Strategy.

Policy 4 of the Adopted Joint Core Strategy for Broadland, Norwich and South Norfolk (March 2011) seeks the target provision of 30% affordable housing on sites of 10 to 15 dwellings in line with the most up to date housing market assessment. No affordable housing provision has been provided for within the scheme, nor has it been demonstrated that the provision of affordable housing would render the scheme unviable and therefore in the absence of a legal agreement relating to the provision of affordable housing the proposal is considered to be contrary to policies 4 and 20 of the Adopted Joint Core Strategy for Broadland, Norwich and South Norfolk (March 2011) and would undermine the objectives of PPS3 to deliver housing need in affordable housing in sustainable locations.



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Planning Application No 10/01774/O
Site Address Enterprise Garage Starling Road
Scale 1:750



NORWICH
City Council

PLANNING SERVICES

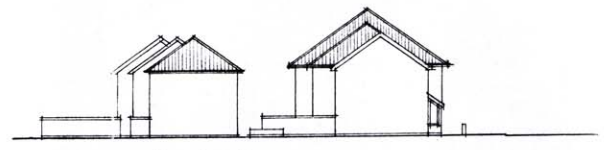




street elevation to Starling road



west elevation houses 1-6



north elevation



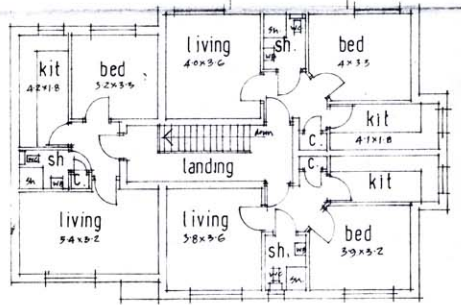
south elevation



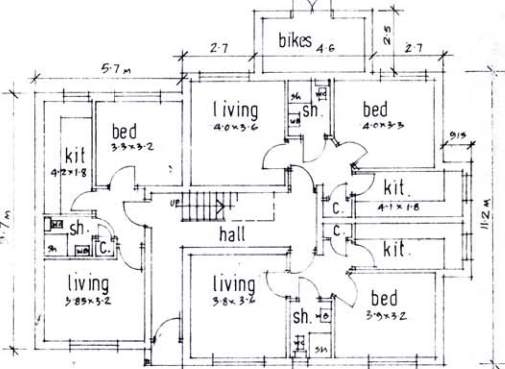
east elevation flats and houses 7 & 8

Schedule

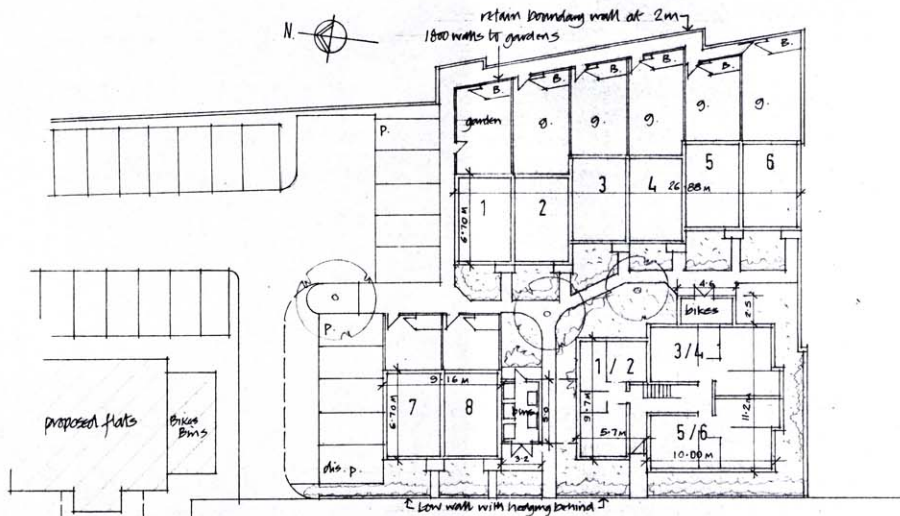
- 8 no two bedroom houses
- 6 no one bedroom flats
- bin store cycle store
- 10 no parking spaces



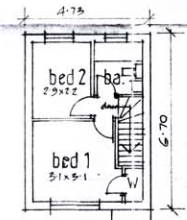
FLATS : First Floor Plan



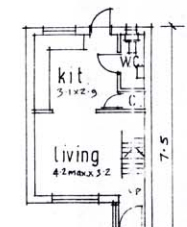
FLATS : Ground Floor Plan



SITE LAYOUT PLAN 1:200



FIRST FLOOR



GROUND FLOOR TYPICAL HOUSE

1001774 0

DO NOT SCALE - ALL DIMENSIONS TO BE CHECKED PRIOR TO SETTING OUT AND THE ARCHITECT NOTIFIED OF ANY DISCREPANCY

ENTERPRISE GARAGE
STARLING ROAD NORWICH
PROPOSED RESIDENTIAL DEVELOPMENT

PROPOSALS 2

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SCALE 1:100 1:200 DATE Sep 10 DRAWN BY R.P.

DRAWING NO 1631/03

A-Zohelio - flats first floor added - dimensions added