

Appendix 2

Norwich City College Application No. 08/00255/O

Councillors Comments

Executive Summary	<p>In terms of the principle of redevelopment of the site, we are supportive of this as an appropriate way of addressing the future education needs of young people within the City College catchment area.</p> <p>We have concerns about the scale of the development, and question some of the assumptions which attempt to justify this scale.</p> <p>We are not convinced that the total demolition of the Norwich Building is justified by the arguments presented, and suggest that there are alternative ways of both providing a modern teaching environment and reducing the carbon footprint of the building.</p> <p>The relationship to the immediate built environment, which is predominantly residential and in very close proximity, is problematic for any development.</p> <p>There are concerns for both the transition period, during works on the site, and in the lack of detail in design, which both have implications for the College's neighbours.</p> <p>Much of the information provided with the proposals, such as the Habitat Survey and the Geo-Environmental Desk Study, is not sufficient, either in the level of research or the information provided, to be used as a basis for approval.</p> <p>There are also concerns about possible detrimental affect on air quality, biodiversity, road safety and local amenity through a prolonged period of construction traffic on and near to the site, all of which will affect nearby residents.</p> <p>We would like to see particular focus on improving the cycling infrastructure in the surrounding area. There are also continuing concerns about the proposed access/egress points.</p>
The Scale of Development	<p>The discussion points around policy EMP19, we recognise that the 'further development' proposed in this application is perhaps of a different nature to that envisaged in the above statement ie. it doesn't merely add to the existing buildings and actually addresses issues such as the provision of 'amenity open space'. However, the reference to 'detrimental impact on adjoining uses' and 'capacity problems' must be borne in mind when assessing the suitability of these development proposals.</p> <p>As far as 'providing for some of their future growth needs in the City' – we do recognise the difficulties now posed, particularly by the granting of Growth Points status, in terms of an intensifying</p>

pressure for land in the inner city area. (While we do challenge the scale of the wider growth planned, this is counter balanced by our concern to minimise development on green field sites and a corresponding preference for inner city/brown field development.)

Given the concerns at 'further development' on this site contained in the Local Plan, it must be assured that justification for a potential 77% increase in floor space is made on a firm basis, and in this, the proposals as presented are somewhat wanting.

For instance, the proposals set out the various factors which it is perceived are likely to cause an increase in student numbers. Yet there is no mention of projected numbers of students that this will involve.

Indeed, figures gained from the Learning and Skills Council indicate a steady and substantial decline in student numbers over the last five years. 16-18 year olds in Further Education at the college have shown a small increase in enrolment number from 3,501 in 2002/3 to 3,961 in 2007/8 yet this is more than offset by a dramatic decline in the 19+ age bracket of 9,188 in 2002/3 to 2,593 in 2007/8, meaning a decline overall of 12,689 in 2002/3 to 6,554 in 2007/8*. One of the stated reasons for expansion is the government requirement that for all young people to the age of 18 to be in some form of education or training. Yet those categorised as NEET across Norfolk totalled only 1,432 in 2007 (data taken from 'Norfolk -Our 14 to 19 Plan 2007 to 2010'), so this in itself would not be sufficient to reverse this decline.

*(Please note: these figures exclude those not classed as FE. The excluded categories include "Higher education students, work based learning students, and people on Adult and Community Learning programmes, which are funded through the County Council" to quote an LSC analyst. Yet it is very unlikely that these numbers are significant enough to offset this decline eg. those in Work Based Learning totalled 280 in 2006/7 and the current total of full time HE students is 314 Degree, and 337 HND. At time of writing, these figures need to be confirmed with the college itself.)

1h. Some of the justification for growth of the college seems to centre on the projected increase in the population of the Norwich policy area from 230,000 to 280,000 by 2026. With recent economic developments in the house-building field, we believe this projection is now out of date. The Green Party has challenged the principles that lay behind this level of expansion as well as its desirability. An increase to between 260,000 and 265,000 would be both more in line with projected UK wide increases and the level of increase experienced in the last 5 years. It is unclear from the proposals how much of the college's projected growth is attributable to this factor but we can assume that a more manageable level of inward internal migration would moderate to some extent the need for such significant expansion. Similarly, the commitments in 9.2.7 of the Transport Assessment relating to remote learning, if taken seriously, seem at odds with the case for college expansion.

It is also possible that layouts in the proposed new build could make more efficient use of floor space thereby reducing the need for such an increase.

<p>The Norwich Building (incorporating notes on carbon output)</p>	<p>We have no problem with the demolition of the so-called ‘Back Corridor’ on the grounds it is an unsightly and unsuitable building with structural problems and a tendency for flooding. However, with the main Norwich building the situation is not so clear-cut. It is our perception that there are three main options here which are:</p> <ol style="list-style-type: none"> 1. to demolish and replace the building as the proposals suggest 2. to substantially refurbish the building in order to enhance its suitability for modern teaching demands which would involve stripping back the building to its structural frame, extension of structural floors and the strengthening of its foundations 3. to repair the building by, for instance, replacing the roof and windows but keeping the structure basically as it is. <p>In short, we are not necessarily opposing the demolition of the Norwich building but we do feel the case for its replacement needs to be more watertight and thorough in its arguments before permission can be granted.</p>
<p>Relationship with neighbouring properties</p>	<p>While the distances of the proposed buildings from the boundaries are broadly acceptable on the North and East sides, there are likely to be issues of overlooking, loss of sunlight and light pollution if the buildings are near to the maximum height of 18m. Effective screening by trees and landscaping is another important factor here, the precise height and extent of which require more definite clarification in the proposals. The fact that this will take some years to be fully effective must also be taken into account. Taking measures to reduce light pollution is an area that needs particular attention when a more detailed application is produced and should perhaps make up a condition of the granting of outline permission.</p> <p>Concerns at the proximity of the proposed Energy Centre to neighbouring properties, both in terms of visual imposition and noise intrusion, have been understandably expressed and may be legitimate causes for objection once more detail is available.</p>
<p>Protection of trees</p>	<p>We are pleased that the plans have been amended to narrow the road as it passes trees whose Root Protection Areas were previously threatened (although this does further underline the fact that the present road arrangements are far from ideal – see Section 13 Traffic Issues). How the plans now impact on the individual trees concerned (T18, T17, T19 & T20) we are not at present in a position to give an opinion on. If after further study we still have concerns, these will be included in further communication. In page 83 the proposals state that a management plan will be formulated to protect the trees on the northern and southern boundary and we hope that this would be sufficiently robust and its implementation fully monitored to minimize impact on all the retained trees.</p> <p>On a wider point, the loss of so many trees subject to TPO’s is of major concern and, while not a precluding factor, is certainly of primary importance when considering the virtues of these proposals.</p>
<p>Enhancement of biodiversity</p>	<p>As a general observation, we submit that, as elsewhere in the application, there is incomplete and insufficient evidence included in this section. The Habitat Survey was undertaken during 1 day in late autumn and for instance, as is stated under 6:</p>

	<p>Recommendations – Plants, a further botanical study would have to be undertaken in May or June to get a fuller picture.</p> <p>The absence of a comprehensive landscaping scheme makes it hard to know exactly on what we are judging this aspect of the proposals.</p>
Relationship with the conservation area	<p>The City College site, while not actually being in a conservation area, is just on the edge of one and is of such a significant presence as can be said to contribute to the character of the designated Newmarket Road Conservation Area. So it seems relevant to bear the above statements in mind in respect of the possible demolition of the Norwich building. To be satisfied with the proposal, I believe residents and the wider public would be happier if there were accompanying ‘detailed plans’ of development ie. we do need to know that the building’s replacement will ‘contribute to the enhancement of the conservation area’.</p>
The necessity for detailed plans	<p>There is a need for more detailed proposals. The massing/block models do not give enough detail on which to base an informed decision. Of course, more precise plans come later as part of the detailed planning application but, by then, the scale of the project will have been approved. We suggest that in order to be satisfied with an application of this scale and substance, more precise detail and modeling is required.</p>
Environmental impact and the necessity for assessment	<p>We would like to seriously question why, as detailed in 3.4 of the Main Design Access Statement, the City Council stated that no Environmental Impact Assessment would be required.</p>
Water efficiency	<p>The sustainability statement envisages a large increase in water consumption from 23,356m³ a year to 35,610m³. This is in line with the fact that the British Water Code of Practice recommends allowing for a per person consumption of water higher than the current City College level and also makes allowance for the projected increase in students. Yet it seems completely adverse to the intention of EP16 to plan for this increase. It is envisaged that new and replacement mains will need to be laid to make up for this shortfall which will of course place further pressure on the water supply network.</p>
The potential for contamination	<p>Concern has been raised that pollutant runoff from the car park area could re-emerge in the lower ground to the west of the site or, if sheet piling was used for tall standing structures, that such pollutants could accumulate under the site.</p> <p>‘Possible sources of contamination’ are mentioned in the study such as ‘asbestos in shallow soils’ and it is stated that ‘plausible pollutant pathways may exist’. City College is also in the outer area of a Groundwater Source Protection Zone yet the report states that it is ‘uncertain whether this zone is still valid’. It is these sort of questions and concerns that only a full Environmental Impact Assessment and the ‘intrusive investigations’ which are ‘yet to be undertaken’ could adequately answer and which need to be answered for approval of this development.</p>
‘Town and Gown’	<p>Greater clarification is needed on the scale of the proposed ‘town and gown’ facilities and how much increase, if any, is envisaged</p>

provision	on the present level of provision. It is not clear, for instance, how much this will contribute to traffic generation, much of which is likely to be in the evening.
Improvements to the Transport Infrastructure	The Transport Assessment speaks of 'Improving infrastructure on & off site'. We would like to see more in the way of definite commitment in this respect and would question the principle of the assertion in 9.1.6 of the Transport Assessment Addendum where, as it is alleged that the redeveloped site will generate fewer car trips, then 'the College is not expected to need to make a contribution to City-wide transport infrastructure improvements'. Neither should we be discounting the likelihood of increased street parking in a 10/15 minute walking radius. The college must be seen to be taking full account of the wider traffic implications of its decisions and, leaving aside the question of financial contributions, it would surely be in the college's interest to work closely with the city and county councils in formulating the radical transport improvements that will be necessary to effect meaningful reductions in car use.
Traffic issues	We are broadly pleased with the downgrading of the Northern entrance in the revised plan and are satisfied that space devoted to the 'movement...of vehicles' is no longer of a sufficient prominence to clash with saved Local Plan policy TRA5. We are also pleased that the accesses for regular use onto the site have been reduced to three. However, contrary to the impression given on the site visit, some buses and coaches will be going on site, albeit only to the central pick up/drop off area at the front. The reduction in car parking spaces and the fact that the level of the car park is now approx 6m below the level of the adjacent gardens goes some way to answering some of the previous concerns about disturbance from traffic related noise and lighting. In short, the presence of 3 junctions (including Cecil Road) and a pedestrian crossing in such close proximity is, in our view, just not acceptable from the point of view of safety or the free flow of traffic.
The Travel Plan	While most of the requirements of Local Plan policy TRA12 are adequately satisfied by the Travel Plan, more information is needed on measures relating to the two bullet points mentioned above. One aspect of the Travel Plan which we would definitely have objection is the proposal 'to investigate the potential to replace fleet vehicles with hybrid/bio fuel vehicles'. Such fuels are proven to have a significantly detrimental environmental and economic impact, representing an unacceptably inefficient use of valuable agricultural land and a significant cause of deforestation. As far as on-site provision is concerned, greater clarification may also be needed for, for instance, the level of provision of changing rooms and lockers as mentioned in the Travel Plan.
The works period	At 6 years in total, the duration of the works is of major concern to local residents and, disruption, noise and possible pollution related hazards during this time must be considered as important factors when considering these proposals for approval. There appears to be no projection provided for the level of construction related HGV traffic. As much of the open space on the site during construction will be

	<p>taken up with works related machinery and temporary offices, understandable concern has been expressed at the lack of fire marshalling points during this period.</p> <p>A stated intention to limit the undertaking of particularly noisy phases of work to times of minimum disturbance must be sure to take account of the preferences of residents as well as students.</p>
<p>Addendum</p>	<p>The following points are not related to the revisions of the application but are concerns that have come to our attention since the original objections were submitted:</p> <p>Material will, we are told, be removed from the site in order that the site be made level. Notwithstanding the implications in terms of disturbance, carbon output, traffic and disposal involved in the huge operation required to remove such a volume of material, this does raise some questions</p> <p>We are unclear as to how the levels would work with the different ground levels that would result ie the centre of the site would not have been leveled and so would be higher than the completed areas.</p> <p>Further, on completion of material removal, the gardens of the Grove Road properties will, at the southern end, be about 20ft higher than the floor of the campus. This would necessitate some very steep landscaping and perhaps even, in places, support from sheet piling. Houses along Grove Walk and Cecil Road are already prone to problems of subsidence and the removal of such a significant volume of material here, both in terms of works and the finished landscape, could well exacerbate problems of ground instability.</p> <p>We would like to express concerns about the demolition of the student accommodation. As is well known, demand for such accommodation is at a premium in the city.</p>

Appendix 3

Norwich City College Application No. 08/00255/O

Letters of Representation

Objections

RESIDENTIAL NEIGHBOURS		
SUBJECT	COMMENTS	RESPONSE
Need for Development	<ul style="list-style-type: none">Unacceptable development at expense of taxpayers, some buildings only having been built in the last few years	<ul style="list-style-type: none">Not a planning consideration.
	<ul style="list-style-type: none">Level of students (20,000) appears unrealistic as there are colleges in Gt. Yarmouth, Kings Lynn, Cambridgeshire and Suffolk also looking to increase their intake. At present there are 14,000 students.	<ul style="list-style-type: none">See need section of the report.
	<ul style="list-style-type: none">A working hotel on site is unnecessary for students as this need could be fulfilled by local hotels.	<ul style="list-style-type: none">Hotel not forming part of this outline application.
	<ul style="list-style-type: none">Norwich City's under utilised secondary schools better suited to deliver the new curriculum to 14-19 year olds.	<ul style="list-style-type: none">Not a planning consideration
	<ul style="list-style-type: none">Belief that the college has not fully considered the option of growth through increasing partnerships with existing organisations.	<ul style="list-style-type: none">Not a planning consideration

	<ul style="list-style-type: none"> Proposed swimming pool is not necessary as the facilities at the UEA and the Riverside and Wymondham pools appear underused. 	<ul style="list-style-type: none"> Swimming pool not forming part of this outline application.
	<ul style="list-style-type: none"> With more learning is taking place outside the traditional classroom. This should offset the need for such large scale growth on the site. 	<ul style="list-style-type: none"> Not relevant.
	<ul style="list-style-type: none"> The forecasted increase in students within the area is too high and out of date. 	<ul style="list-style-type: none"> See need section of the report.
	<ul style="list-style-type: none"> Dismayed to see buildings only recently constructed and at considerable inconvenience to residents being described as poor quality and no longer fit for purpose. 	<ul style="list-style-type: none"> No consent required to demolish the buildings.
	<ul style="list-style-type: none"> Proposed site if built will house more staff and students than the UEA on a far smaller area. 	<ul style="list-style-type: none"> Not a planning consideration.
	<ul style="list-style-type: none"> The College has a goal of reducing the need for staff and students to visit the campus. This is inconsistent with the massive scale of the proposal. 	<ul style="list-style-type: none"> See need section of the report.
Location	<ul style="list-style-type: none"> A desire to relocate the College to a Green/Brownfield site and return the area to being purely residential. 	<ul style="list-style-type: none"> See location section of the report.
	<ul style="list-style-type: none"> Car park should be relocated within the site to maintain a greater distance from the neighbouring properties. 	<ul style="list-style-type: none"> The impact upon the neighbouring properties as a result of the car park location is considered acceptable.
	<ul style="list-style-type: none"> Proposals represent gross over-development of a site considered too small for purpose by the City Architect's Department in the early 1950's. 	<ul style="list-style-type: none"> 1950's policy no longer relevant to this application.
	<ul style="list-style-type: none"> The College should have secured a site on the outer ring road. 	<ul style="list-style-type: none"> See location section of the report.

	<ul style="list-style-type: none"> • It could be built on Bluebell Road on the underused Earlham School site. 	<ul style="list-style-type: none"> • See location section of the report.
	<ul style="list-style-type: none"> • Why can't the College follow the example of the hospital and provide both a new 21st century educational establishment on an out of city site. 	<ul style="list-style-type: none"> • See location section of the report.
	<ul style="list-style-type: none"> • Size of site 'ridiculous' as it is bounded on three sides by established residential development in a tree lined conservation area 	<ul style="list-style-type: none"> • See location section of the report.
	<ul style="list-style-type: none"> • Planned buildings unacceptably close to those already existing. 	<ul style="list-style-type: none"> • See amenity section of the report.
	<ul style="list-style-type: none"> • If phase one is implemented and subsequent phases are not, either because the College reduces its capacity requirements or funding is not forthcoming, the net effect will have been to have migrated the largest buildings to the periphery, causing maximum detriment to neighbours. It would be better to keep the bulk of the buildings towards the centre of the campus. 	<ul style="list-style-type: none"> • Phasing to be considered in any detailed application.
Design & Conservation Area	<ul style="list-style-type: none"> • Over development of the site represented by the concept and scale of the proposed footprint, density and height of the new buildings, including the building of a new road and a car park. 	<ul style="list-style-type: none"> • All points covered in the report.
	<ul style="list-style-type: none"> • The Norwich Building facing Ipswich Road is of architectural merit and a Norwich Landmark. 	<ul style="list-style-type: none"> • See conclusion section of the report.
	<ul style="list-style-type: none"> • Windows of the tallest proposed buildings overlooking Grove Walk, etc should be at least opaque to limit the intrusion to privacy of neighbours. 	<ul style="list-style-type: none"> • Details of windows would be considered at detailed stage.
	<ul style="list-style-type: none"> • Security to Grove Walk residents will be under 	<ul style="list-style-type: none"> • Details of enclosure and site security would be

	<p>threat due to proposed unsecured boundary.</p> <ul style="list-style-type: none"> • Current fencing and hedging at the front of the College should be maintained – residents opposed to the ‘opening up’ of the piazza style frontage – as it is considered visually appealing. 	<p>considered at detailed stage.</p> <ul style="list-style-type: none"> • Issue not for consideration in this outline application could be considered at detailed stage.
	<ul style="list-style-type: none"> • A new perimeter structure which allows natural surveillance with some access for pedestrians should be considered. 	<ul style="list-style-type: none"> • Buildings in the main have been removed from the boundary to reduce impact upon neighbours.
	<ul style="list-style-type: none"> • Proposed buildings too close to gardens and properties along the College boundary. 	<ul style="list-style-type: none"> • See amenity section of the report.
	<ul style="list-style-type: none"> • Better signage at the entrance to Ipswich Grove would help. 	<ul style="list-style-type: none"> • Conditions are proposed to improve off Ipswich Road.
	<ul style="list-style-type: none"> • The boundary treatment bordering much of Grove Walk and most of Cecil Road will be too narrow. 	<ul style="list-style-type: none"> • Officers feel that the green perimeter if landscaped correctly would provide adequate screening.
Transportation	<ul style="list-style-type: none"> • Concern over proposals showing a cul-de-sac area off the perimeter road, directly behind residents’ gardens to be used for skips deliveries, etc. Noise and smell pollution unacceptable. 	<ul style="list-style-type: none"> • Delivery times could be limited by condition at detailed stage.
	<ul style="list-style-type: none"> • Car park and internal roadway will increase noise, air and light pollution. 	<ul style="list-style-type: none"> • As a result of the addendum the internal roads not significantly different from existing.
	<ul style="list-style-type: none"> • Increased use of redeveloped college, the car park is more likely to be used outside of normal hours (0700-2200) and at weekends –leading to loss of reasonable enjoyment of properties. 	<ul style="list-style-type: none"> • No increase with car parking spaces reduced. Hours of operation not being considered in this outline application.
	<ul style="list-style-type: none"> • Detrimental effect on whole locality impacting on traffic safety, parking and pedestrian movement. 	<ul style="list-style-type: none"> • See transportation/travel plan section of the report.
	<ul style="list-style-type: none"> • Proposals seek to increase the volume of parking and concentrate it in an area closer to residential neighbours. 	<ul style="list-style-type: none"> • No increase with car parking spaces reduced.

	<ul style="list-style-type: none"> Measures should be taken to improve, and encourage the use of public transport to and from the College. 	<ul style="list-style-type: none"> Travel plan submitted aims to do this.
	<ul style="list-style-type: none"> The decrease of parking spaces on site will increase the number of cars parked on surrounding streets. 	<ul style="list-style-type: none"> Parking control applies to the majority of roads in the vicinity. Those areas outside the parking control areas will be under pressure. The travel plan will offer different travel solutions which may reduce this parking pressure.
	<ul style="list-style-type: none"> Development would appear to encourage the general public as well as students to the area. Concern that that the current transport infrastructure will not cope with the influx of traffic, both vehicular and pedestrian. 	<ul style="list-style-type: none"> A decrease in the number of car parking spaces suggests that this may not be the case.
	<ul style="list-style-type: none"> Parking should not be available for students – “Park and Ride” should be mandatory for students with cars and an adequate bus service should be provided. 	<ul style="list-style-type: none"> Issue dealt with in the travel plan.
	<ul style="list-style-type: none"> Road currently unable to cope with increased traffic at peak. Concern over congestion parking and road safety, should proposals go ahead. 	<ul style="list-style-type: none"> No highways safety objection from the County Council.
	<ul style="list-style-type: none"> Proposals show a ‘five-way staggered junction’ with the construction of the new access road forming a sixth limb. Existing junction still considered perilous in spite of new pedestrian crossing. Further traffic emanating from area will increase concerns over traffic and pedestrian safety, and access for residents to and from their own driveways. 	<ul style="list-style-type: none"> No highways safety objection from the County Council.
	<ul style="list-style-type: none"> Moving the principal entrance closer to Cecil and 	<ul style="list-style-type: none"> No highways safety objection from the County

	not quite opposite to Town Close Road could make the junction with Ipswich Road even trickier to negotiate.	Council.
	<ul style="list-style-type: none"> • Ambitions for the appearance of the site have outweighed concerns for traffic safety. 	<ul style="list-style-type: none"> • No highways safety objection from the County Council.
	<ul style="list-style-type: none"> • City College should communicate better with staff, visitors and students to explain that parking is restricted and give advice on where to park. 	<ul style="list-style-type: none"> • N/A
	<ul style="list-style-type: none"> • The recent installation of a speed camera in the vicinity, and the proposal for a new pedestrian crossing between the two junctions, give rise to even greater traffic conflicts and hazards. 	<ul style="list-style-type: none"> • No highways safety objection from the County Council.
	<ul style="list-style-type: none"> • The new singular access does not remove all road traffic issues. 	<ul style="list-style-type: none"> • No highways safety objection from the County Council.
	<ul style="list-style-type: none"> • 24 hour car parking would increase anti-social behaviour. 	<ul style="list-style-type: none"> • Hours of operation have not formed part of this outline application.
	<ul style="list-style-type: none"> • New plans will cause more on-street parking particularly along Town Close Road and Ipswich Road. 	<ul style="list-style-type: none"> • Parking control applies to the majority of roads in the vicinity. Those areas outside the parking control areas will be under pressure. The travel plan will offer different travel solutions which may reduce this parking pressure.
	<ul style="list-style-type: none"> • More parking places are needed. There should be a multi-storey car park. 	<ul style="list-style-type: none"> • Original decked car park removed from the application, due to local concerns.
	<ul style="list-style-type: none"> • If there is a cycle lane on Ipswich Road current limited time parking will be lost. The College should be required in the redevelopment to provide parking for its visitors as well as students and staff. 	<ul style="list-style-type: none"> • Visitor parking provided.
	<ul style="list-style-type: none"> • The main entrance and exit should be in a 	<ul style="list-style-type: none"> • No highways safety objection from the County

	different location along Ipswich Road where there are no adjoining roads.	Council.
	<ul style="list-style-type: none"> The new access proposals concentrate the traffic into one place. 	<ul style="list-style-type: none"> No highways safety objection from the County Council
	<ul style="list-style-type: none"> The college does not need such car parking facilities. Public transport serves the college well. 	<ul style="list-style-type: none"> No objection from the County Councils travel plan officer.
	<ul style="list-style-type: none"> Better signage for road users. 	<ul style="list-style-type: none"> Condition proposed to improve Ipswich Road.
	<ul style="list-style-type: none"> Revised proposals still contain no details of how properties will be screened from the noise, light and exhaust pollution from the day-to-day operation of the car park. 	<ul style="list-style-type: none"> A green perimeter is proposed in the parameter plans.
	<ul style="list-style-type: none"> Cars regularly speed in Ipswich Grove presenting a danger to residents, especially young children. 	<ul style="list-style-type: none"> A matter for the police not the planning department.
	<ul style="list-style-type: none"> The main college access road is too close (15m) to Cecil Road. 	<ul style="list-style-type: none"> No highways safety objection from the County Council
	<ul style="list-style-type: none"> Cecil Road will become a traffic island. 	<ul style="list-style-type: none"> N/A
Trees & Landscaping	<ul style="list-style-type: none"> More emphasis on replacement trees and investment in additional landscaping. 	<ul style="list-style-type: none"> See tree/landscape section of the report.
	<ul style="list-style-type: none"> Loss of mature "TPO" trees due to proposed felling and the effect that excavations for a new inner ring road and other building work will have on other established trees – recorded in the British Tree Register, one of which is the 2nd tallest of its species in Norfolk. 	<ul style="list-style-type: none"> See tree/landscape section of the report.
	<ul style="list-style-type: none"> Suggestion of tree screening along the boundary is of limited worth unless 40-50 year old trees are planted, and if deciduous, would still be of little use in the winter months. 	<ul style="list-style-type: none"> See tree/landscape section of the report.
	<ul style="list-style-type: none"> Students have at times wandered amongst the 	<ul style="list-style-type: none"> See tree/landscape section of the report.

	<p>trees that provide a screen between Ipswich Grove and the College site. It is vital that improved and more robust screening is 'bedded in' before any further development takes place – a barrier of lower lying evergreen trees and shrubs would provide the necessary protection and act as a deterrent to students who try to approach the residences.</p>	
	<ul style="list-style-type: none"> • Loss of open space. 	<ul style="list-style-type: none"> • See tree/landscape section of the report.
	<ul style="list-style-type: none"> • Species of flora and fauna of ecological value could be lost. The development is an opportunity to develop the existing woodland. 	<ul style="list-style-type: none"> • See tree/landscape section of the report.
	<ul style="list-style-type: none"> • Loss of trees could see bats, owls and other wildlife disappear. 	<ul style="list-style-type: none"> • See tree/landscape section of the report, trees stock will not be reduced.
	<ul style="list-style-type: none"> • There should be adequate screening between the residences on Ipswich Grove and the College for security reasons. 	<ul style="list-style-type: none"> • Green perimeter proposed by parameter plans.
	<ul style="list-style-type: none"> • Deciduous trees will leave houses exposed at certain times of the year. 	<ul style="list-style-type: none"> • Chose of species for landscaping to be conditioned.
	<ul style="list-style-type: none"> • The Wellingtonia, Holm Oak (T23) and other trees are at risk. 	<ul style="list-style-type: none"> • See tree/landscape section of the report.
Amenity & Height	<ul style="list-style-type: none"> • Main teaching blocks excessive in scale, dwarfing the residential area. 	<ul style="list-style-type: none"> • See amenity section of the report.
	<ul style="list-style-type: none"> • General heights of proposed new buildings are over-dominant in their context. 	<ul style="list-style-type: none"> • See design and conservation area section of the report.
	<ul style="list-style-type: none"> • Any proposed building should be erected far enough away from our residences and at a height that cannot interfere with our access to sunlight. 	<ul style="list-style-type: none"> • Buildings will in general be further from properties. See amenity section of the report.

	<ul style="list-style-type: none"> The heights of the proposed buildings will lead to a loss of privacy. 	<ul style="list-style-type: none"> See amenity section of the report.
	<ul style="list-style-type: none"> Unsecured boundary along the rear of the College concerns residents over security and crime. Proposed plans would further reduce security. 	<ul style="list-style-type: none"> Means of enclosure is an issue which could be dealt with in a full application.
	<ul style="list-style-type: none"> A green play area should be available for the 14-16 year old children undertaking vocational skills training. 	<ul style="list-style-type: none"> Issue to detailed when considering an outline application.
	<ul style="list-style-type: none"> Quieter non-industrial disciplines should be taught near to residences. 	<ul style="list-style-type: none"> A college issue.
	<ul style="list-style-type: none"> 10m high buildings by the College's southern boundary will overlook gardens and look into habitable rooms. The use for the most southernmost F block will be for teaching noisy construction skills and motor engineering skills; a change of use from the existing C2 residential accommodation. 	<ul style="list-style-type: none"> See amenity and policy sections of the report.
Sustainability	<ul style="list-style-type: none"> Proposals involving an increase in traffic are contrary to current environmental concerns. 	<ul style="list-style-type: none"> Reduced car parking spaces on site with a comprehensive travel plan should reduce the number of vehicles entering the site.
	<ul style="list-style-type: none"> Increased carbon footprint. 	<ul style="list-style-type: none"> The new buildings would be designed with the best possible ratings to off set the energy used during construction.
	<ul style="list-style-type: none"> If the car park needs to be at the rear boundary, consideration should be given to it being lower in the ground (if not being totally subterranean), covered to reduce light and noise pollution. 	<ul style="list-style-type: none"> Surface car park proposed, which is not dissimilar to the present arrangements and has the benefit of moving buildings from the site boundary.

Construction Period	<ul style="list-style-type: none"> Proposed redevelopment of 8-10 years unreasonable to be subject to noise, air and light pollution for that period. 	<ul style="list-style-type: none"> Environmental health issue.
	<ul style="list-style-type: none"> Environmental damage caused by vehicles during and after building works. 	<ul style="list-style-type: none"> Environmental health issue.
	<ul style="list-style-type: none"> Impact of construction particularly of phase 1 will exacerbate safety in the whole area. Health and Safety and other contractual legislation dictate that the construction site will be "hard hat," impinging on most of the campus. Consequently parking on site will be reduced. 	<ul style="list-style-type: none"> Issue for the Health and Safety Executive.
	<ul style="list-style-type: none"> If Phase 1 was to go ahead but later stages be delayed, what will be the impact of the new taller buildings within the current context of the site? 	<ul style="list-style-type: none"> A subject to be dealt with during any detailed application.
	<ul style="list-style-type: none"> Concern over the possible removal of asbestos during development. 	<ul style="list-style-type: none"> Environmental health issue.
	<ul style="list-style-type: none"> Builders' lorries, etc should use main roads (i.e. Ipswich Road) as their point of access. 	<ul style="list-style-type: none"> A construction plan would be required by the Environmental Health dept. Could be conditioned at detail stage.
	<ul style="list-style-type: none"> Plans to improve education and training at the College are welcomed but there is apprehension over the prospect of living next to a major building site for several years. 	<ul style="list-style-type: none"> N/A
	<ul style="list-style-type: none"> Legal safety requirements during Phase 1 of the development would render most if not all of the campus out of bounds for both students and traffic during construction, with no alternative parking available – a fact which is admitted by the College. 	<ul style="list-style-type: none"> An issue for any detailed application.

	<ul style="list-style-type: none"> • Building work vibrations and excavations could damage houses. 	<ul style="list-style-type: none"> • Environmental health issue.
	<ul style="list-style-type: none"> • Construction should be restricted to weekdays and sociable hours to avoid disruption of residents' lives. 	<ul style="list-style-type: none"> • An issue which could be conditioned by any detailed application.
Physical Infrastructure	<ul style="list-style-type: none"> • Bomb dropped in Trafford Road in WWII that has affected structural integrity of properties nearby. Concerns that further development will cause further damage. 	<ul style="list-style-type: none"> • Planning applications in areas affected by subsidence in the City will generally be referred to the City Council's structural engineers for advice on the most effective means of overcoming any potential problems. This site is not listed as an historically affected by subsidence therefore policy EP2 does not apply.
	<ul style="list-style-type: none"> • Request an investigation into subsidence risk for neighbouring properties as some homes had to be underpinned following other nearby development. 	<ul style="list-style-type: none"> • As above
	<ul style="list-style-type: none"> • Following recent small earthquake in Lincolnshire, tremors in Norwich caused damage to properties in the area surrounding the College, enhancing claims that the land there is unsuitable for such development and that it may lead to further damage to buildings in the vicinity. 	<ul style="list-style-type: none"> • As above
	<ul style="list-style-type: none"> • Request an investigation into subsidence risk for neighbouring properties as some homes had to be underpinned following other nearby development. 	<ul style="list-style-type: none"> • As above
	<ul style="list-style-type: none"> • Houses are already underpinned. 	<ul style="list-style-type: none"> • As above
Policy	<ul style="list-style-type: none"> • Goes against the Local Plan and national planning policy and guidance. 	<ul style="list-style-type: none"> • See policy section of the report.
	<ul style="list-style-type: none"> • Proposals conflict with Local Plan – EMP 1, EMP2, EMP16, EMP18, EMP19, EP5, EP7, EP9 	<ul style="list-style-type: none"> • See policy section of the report.

	and EP22.	
	<ul style="list-style-type: none"> The proposals do not accord with the strategic objectives of the Local Plan set out in SOBJ2, SOBJ3 and SOBJ4. 	<ul style="list-style-type: none"> See policy section of the report.
	<ul style="list-style-type: none"> Feeling that the Council and the College should seek to explain and justify the departure from the Local Plan, with reference to EMP19. 	<ul style="list-style-type: none"> See policy section of the report.
Other	<ul style="list-style-type: none"> Extravagant use of public funds. 	<ul style="list-style-type: none"> N/A
	<ul style="list-style-type: none"> Concern over funding for entirety of development, as two general elections and the possibility of a change of Govt. may affect the construction timescale. 	<ul style="list-style-type: none"> N/A
	<ul style="list-style-type: none"> Desire for an elevated view of the proposed sight so residents can have a clear idea of how much light will be obscured by a 25m block situated 80m from gardens. 	<ul style="list-style-type: none"> An issue which could be dealt with between individuals and the applicant.
	<ul style="list-style-type: none"> Following example set by Town Close Preparatory School (an AIA and species and habitat survey) before an application was submitted, it is hoped that similar action will take place for the College's redevelopment so as not to undermine the efforts for biodiversity nearby. 	<ul style="list-style-type: none"> AIA submitted with this application, may require species and habitat survey for full application.
	<ul style="list-style-type: none"> Concern that in future the site will become increasingly commercialised, devaluing the local area. 	<ul style="list-style-type: none"> The application is for continuation of an educational use, no change of use proposed.
	<ul style="list-style-type: none"> Air pollution from any motor vehicle bodywork (paint spray facilities) that would inevitably deposit poisonous particles around the local area. 	<ul style="list-style-type: none"> Environmental Health issue.
	<ul style="list-style-type: none"> Concern over Energy Centre being noisy and 	<ul style="list-style-type: none"> The parameter plan shows building zones no

	having a negative effect on surrounding properties. This should be relocated.	specific mention of a energy centre. Location of specific buildings considered at detail stage.
	<ul style="list-style-type: none"> Noise created during unsociable hours to be carefully managed. College has been served a Noise Abatement Notice in July 2000 for a similar issue. 	<ul style="list-style-type: none"> Environmental Health issue.
	<ul style="list-style-type: none"> Potential threat of increased anti-social behaviour in area. 	<ul style="list-style-type: none"> Police matter.
	<ul style="list-style-type: none"> Increased litter in area from students, should the development proposals and predicted growth of the number of students occur. 	<ul style="list-style-type: none"> N/A
	<ul style="list-style-type: none"> Potential scale of development and risk to property damage is threatening financial security of residents, should they have to repair or, wish to sell their property. 	<ul style="list-style-type: none"> N/A
	<ul style="list-style-type: none"> Need reassurance that the disruption really is necessary with more 'hard facts' about the reasons for development. 	<ul style="list-style-type: none"> See need section of the report.
	<ul style="list-style-type: none"> Further development will mean the intrusion of light, noise and fumes at antisocial hours will worsen. 	<ul style="list-style-type: none"> Conditions can be imposed at detailed stage to reduce any potential for impact. In the main these are Environmental Health issues.
	<ul style="list-style-type: none"> The East Lodge will be replaced by a technology block. This will mean loud machinery is used. 	<ul style="list-style-type: none"> The final educational use of the buildings is not being considered by the outline application, merely the principle of constructing buildings of a specific size
	<ul style="list-style-type: none"> The change in the activities in the buildings at the Southern end of the campus can be considered a change of use (C2 to D1) 	<ul style="list-style-type: none"> Only educational use is proposed by the application.

Letters of Representation

Support

TRUSTEES, BUSINESSES AND BUSINESS PARTNERS		
NAME	ADDRESS	COMMENTS
<p>Caroline Jarrold (Community Affairs Advisor)</p> <p>(Chair, Norwich Economy Round Table)</p> <p>(Chair, Visit Norwich)</p>	<p>Jarrold & Sons Ltd Whitefriars NR3 1SH</p>	<ul style="list-style-type: none"> • Current space is inadequate for the changing needs as student numbers grow • High degree of support from the business community demonstrates faith in the vision of the College. • City College demonstrates that the executive are actively maximising opportunities to raise skill standards across the area. • Layout of current site is tired and does not make best use of the available space.
<p>Pat Turner (General Manager, Human Resources)</p>	<p>Norwich and Peterborough Building Society</p>	<ul style="list-style-type: none"> • New campus will provide local amenities as well as education and training facilities. • Raising standard of provision will enable rise in staff and student aspiration, participation and achievement.
<p>Robin Hall (Chief Executive)</p>	<p>The Forum Trust Millenium Plain NR2 1TF</p>	<ul style="list-style-type: none"> • Ambitious yet successful Millennium Library a model for similar project at NCC. • Further Education provision not achieved by delivering from outdated facilities designed for a different era. • Current site holds little appeal for young people.

		<ul style="list-style-type: none"> • Key strength of NCC is its proximity to the city centre. • Student success rates show a consistent upward trend, suggesting management and teaching staff are “up to the task.” • St Andrews House development has raised the bar in terms of performance and expectation – NCC should be given the opportunity to do so over full range of subjects and skills.
Nick Farrow (Chair, Norfolk Institute of Directors)	Farrows Lion House Muspole Sreet NR3 1DJ	<ul style="list-style-type: none"> • St Andrews an example, development should be equally as innovating, enhancing area as a flagship College.
Simon Donell (Chair, Norwich RFC)	N/A	<ul style="list-style-type: none"> • Provision of business within a college. • Use of College from affiliated groups increasing as links get closer. Development of the site will be beneficial for all concerned.
Denis James McEvoy (General Manager)	Dunston Hall Ipswich Road NR14 8PQ	<ul style="list-style-type: none"> • Development would aid the hospitality industry and Norfolk in general. • It would provide a greater opportunity to study without moving out of the area. • Needs and business expectations have changed since the College was built, development would help support a vibrant economy.
Valerie Markham (HR Director)	Norwich Union Surrey Street NR1 3NS	<ul style="list-style-type: none"> • Attendance is up to 5,500. Success rates are up 12% over 4 years, exceeding the norm. These achievements are within a small and dated estate. As Govt. push for National Diplomas and raising the school leaving age, a college with a larger capacity and better facilities will be required. • Increasing FE capacity essential as Greater Norwich Development Partnership gains momentum. • College needs to expand and develop its facilities to keep pace with growth.
Ardeshir Naghshineh (Exec. Chair)	Targetfollow Riverside Road NR1 1SQ	<ul style="list-style-type: none"> • Size and density of proposed development are reasonable for a town centre and accommodates modern business environment needs.
Right Reverend	The Bishop of	<ul style="list-style-type: none"> • Proposal visionary and necessary.

Graham James	Norwich	<ul style="list-style-type: none"> Existing classrooms unsuitable for vocational education.
John Vigar (Manager for Continuous Improvement and Business Coordination)	Lotus Cars Ltd Hethel NR14 8EZ	<ul style="list-style-type: none"> Shared training initiatives with College recognised locally and nationally, small example of huge potential for College to become a leading education provider to the world of business. Growth and prosperity of City College will benefit Norfolk community and its standing with the UK's businesses and industries.
Caroline Williams (Chief Exec)	Norfolk Chamber of Commerce Whiting Road NR4 6DJ	<ul style="list-style-type: none"> New campus offers local amenities as well as education and training facilities. Leading partnership institution of all colleges in the county. Growing reputation within business community.
Duncan Anderson Brown Terry Gould Bryony Falkus Eric Winter (Trustees)	Norwich City College Charitable Trust Ipswich Road NR2 2LJ	<ul style="list-style-type: none"> Letter to remedy procedural error – thus ensuring the application has no legal or practical implication Confirms awareness of the nature and extent of the College's plans. The Trust has supported and continues to support the plans and has no objections to them.
Simon Leeming (HR Director)	Virgin Money	<ul style="list-style-type: none"> The current facilities are not conducive to business use and certainly not commensurate with the current business environment virgin works in. Significant advantages for students and employers. Encouraging students to further their education is key to UK and Norwich success. This will contribute to better overall results for students and the College.
Shaun Turner (Chief	Norfolk County Football Association	<ul style="list-style-type: none"> The current campus is too small and outdated. No longer meets College business expectations nor inspires students.

Executive)	Ltd	<ul style="list-style-type: none"> • Buildings look school like. • 12% increase in student numbers over 4 years, better facilities required to continue growth. • New campus would provide much needed local amenities, spa, gym & theatre. • Local partnerships with employers over good employment based opportunities for students.
Colin Grint (Head of UK Operations)	Marsh Ltd	<ul style="list-style-type: none"> • As a major employer we have a clear interest in the quality of education in the area and are keen to support plans to improve. • Campus is small and outdated and not an inspirational environment. • Would like to see the College reinvigorated to a leading learning institution.
Graham Smith (Dean Norwich Cathedral)	Norwich Cathedral	<ul style="list-style-type: none"> • The case for expanding the College is overwhelming. • The city needs to be prepared for 30 000 new homes. • A key feature of this development is increasing partnerships and growing reputation in local business. • As the campus increases in size so will the number of economic partners. • Campus currently too small for current & future student numbers, resources dated, limited. • Good facilities would increase the self esteem of students and staff and result in better results.
A R Hales (Managing Director)	Stadia Trustees	<ul style="list-style-type: none"> • Growing number of students, growing number of pass rates at the college. • College has a growing reputation within business community, evidence is financial support for St Andros House. Replicate this at the main campus. • The new campus will provide students with a real experience of work by providing business within the College. • Existing estate is too small for existing student numbers. • The estate does not come up to business expectation. • The building needs to be vocationally orientated. • Needs in Norfolk will grow with the new homes anticipated.

David Shorten (Chief Executive)	EAGIT	<ul style="list-style-type: none"> • College is central to the implementation of the 14 – 19 reform agenda & has led the way in developing partnership working between schools and business community. • St Andrews House is an example of how the vocational way can bring stakeholders together to ensure a skilled workforce. • Existing estate is uninspiring and has a school feel.
Fiona McDiarmid (Chief Executive)	Connexions - Norfolk	<ul style="list-style-type: none"> • The College is at the heart of the 14 – 19 training provision and curriculum. • The future success of the new learning programmes depend upon a thriving college. • The college is at the heart of the community, developing partnerships with business. • The proposal demonstrates commitment to develop a centre of excellence relevant to the needs of learners, business and the community. • The proposal offers huge opportunities to grow and enable student numbers to expand to improve progression rates in the city. • It would make a positive contribution to the local economy.
M A J Gurney	The Point Advertising	<ul style="list-style-type: none"> • Good for Norwich and wider area. • Without world class learning facilities Norwich is going to fall further behind in educational terms. • College should be supported for its performance in recent years. • Compulsory education age rising to 18 and 30 000 new homes mean more places.

Support

EDUCATIONAL INSTITUTIONS		
NAME	ADDRESS	COMMENTS
Susan Tuckett (Principal)	Norwich School of Art and Design	<ul style="list-style-type: none"> • Expansion will enhance and improve opportunities for further and higher education in Norwich. • Supports Dick Palmer's plans to improve the learning environment – students feel valued and inspired.
Professor Bill Macmillan (Vice- Chancellor)	University of East Anglia	<ul style="list-style-type: none"> • St. Andrews House is a flagship national facility (National Skills Academy in Financial Services for the East of England) and an example of how this can be replicated in other areas in which the College excels. • New facilities would aid UEA's case for staying on in education in Norwich and the county. • Development "chimes absolutely" with the Govt's agenda for business/Higher Education engagement.
Jonathan Lovatt (President)	City College Norwich Students Union	<ul style="list-style-type: none"> • Students should have the right to learn in a high quality environment that can prepare them for work and life in the 21st Century. • With an estimated 30,000 new homes to be built in Norwich and its suburbs in the next decade, City College needs to grow to meet the increasing demand. • Many students on vocational courses who will be looking to provide

		a service locally - proposed redevelopment would provide real, working facilities to showcase skills.
Gordon Boyd (Head teacher)	City of Norwich School	<ul style="list-style-type: none"> • New facilities, “a county wide resource.” • Learning and training will be a seamless transition as students’ progress in to employment with NCC’s partners. • New proposals will boost city’s lack of aspiration and achievement. • City College a “vanguard of ‘up-skilling’ Norfolk’s workforce.”
Karen Topping (Head teacher)	Blyth-Jex School	<ul style="list-style-type: none"> • Work with and benefit from positive links with NCC. • The students have access to a range of facilities unavailable in school. Believes it to be in the best interests of the students who attend to have the best, most up-to-date facilities.

Support

RESIDENTIAL NEIGHBOURS

There has been 32 letters received by the Council from the general public supporting the application. Issues raised in support of the application include:

- We live in close vicinity of campus yet welcome the new development.
- We are pleased to see that the College has listened to the concerns of local residents and have changed the original car parking arrangements.
- Educational facilities needed to improve to provide an appropriate environment for future students.
- The plans show a resource that is equipped to provide learners with a high level of knowledge and practice in the work environment.
- Learning provided by College is of a high standard but will be improved by the proposal.
- Would provide a world class facility.
- The college provides a vital service to the local community and learners.
- Help build stronger relationships with local employers.
- The proposal will go a long way to help the County improve on its skills ambitions.
- The college has already proved its capabilities with flagship facilities.
- The new campus would provide local amenities spa, performance theatre & gym.
- The existing estate is too small and outdated, it doesn't come up to business expectations.
- 30 000 new homes are proposed, the introduction of new diplomas provide evidence of need.
- This is an opportunity to let Norfolk show other areas what can be achieved.
- If the current 1930's buildings remain we cannot expect this fine institution to assist in attracting new business.
- The existing buildings are no longer fit for purpose.
- As stated in the last Ofsted report the current buildings are limited.
- This is an ideal opportunity to show our support to local young people.

CRC Synopsis and RAID –Comments

**Planning Application Reference Number 08/00255/O
Norwich City College, Ipswich Road, Norwich, NR2 2LJ.**

Environmental Assessment	<ul style="list-style-type: none"> • Local Authority replying to an enquiry stated formally on 25th Jan 2008 that: - “no Environmental Impact Assessment would be required for the college redevelopment.” This is contrary to and in conflict with Local Plan EMP19. • Increase in size and height of the site, with estimated student and college growth on allegedly contaminated “bad land,” considered contrary to and in conflict with Local Plans EMP1, EMP2, EMP19 and EP5. • Area of campus cordoned off due to contaminated soil containing residual asbestos. Earlier history of site shows it being a refuse area for the city. No account has been taken of past or future pollution from petrol, oil and waste spillage entering a known major aquifer and thus into the local watercourses. This is contrary to and in conflict with Local Plan EP17.
Principle of Development	<ul style="list-style-type: none"> • Proposed site an island surrounded by established residential area, listed Georgian buildings and a tree lined conservation area. This could be considered contrary to and in conflict with Local Plan HBE8. • Concept and scale of the proposed footprint, an increase of floor area of up to 86%, the density, height and the dominance of the proposed new buildings, new road and car park, represents over-development of this island site within an established setting. This is contrary to and in conflict with Local Plan HBE12. • The proposal is at odds with the Local Plan policy which seeks to preserve and enhance the environment and amenity of residents. The proposals are generally contrary to and in conflict with Local Plans EP1, EP2, EP5, EP7, EP22, HBE12, EMP1, EMP2, EMP16, EMP19 and probably HBE8. • The loss of trees covered by Tree Preservation Orders (TPO’s) and other important healthy, young and mature trees. This is contrary to and in conflict with Local Plan NE3. • There will therefore be no “on site” open space for the six-year construction programme. Has the Fire Officer overseeing this application commented on the fact that due to these restrictions there will be no marshalling points on the campus in the event of a fire, for practice fire drills or any other emergency. This is contrary to and in conflict with Local Plans EP5 and EP7. <p style="text-align: center;">We ask for clarification on this important issue from the Head of Planning Services.</p> <ul style="list-style-type: none"> • The demolition of the Norwich Building is contrary to and in conflict with Local Plans EMP1, EMP2, EP18, EP19, EP20 and HBE8. • Concern over the choice of materials proposed for the new buildings. Belief these materials and the general concept to be inappropriate and

	<p>show an un-imaginative approach opposite a Conservation Area.</p> <ul style="list-style-type: none"> • The loss of the currently underused and recently refurbished College residences is contrary to and in conflict with Local Plan EMP19. • Blighting effect on the neighbourhood as set out under The Town and Country Planning (Blight Provisions) Order 1990. • Detrimental effect on the County Council Public Transport Policy. • The loss of light due to the height of the proposed development. We refer to the Rights of Light Act 1959. • The loss of night sky due to light pollution. We refer to the Clean Neighbourhoods and Environment Act 2005. • “Infringement Of Right To Be Heard.” ECHR Article 6; Human Rights Act 1998
<p>Effect on Neighbouring Property</p>	<ul style="list-style-type: none"> • Increase in building height above an existing ridgeline. Further we are reliably informed that these blocks will contain a Hotel, Leisure Centre, Theatre and Swimming/Plunge Pool. This is not solely educational based but a change of use. Should therefore be the subject of a full detailed planning application not an outline application. • Loss of privacy along most of the South side of Ipswich Grove. Due to the height of these blocks there will also be a loss of daylight and natural sunlight, traffic pollution, noise nuisance and the loss of night sky. • Recent existing Travel Pattern Survey - 4200 vehicle trips were logged in one day. Allowing for an anticipated increase of 25% in staff and student numbers on completion of road development, not unrealistic to expect similar increase in traffic - 5250 trips a day. Contrary to and in conflict with Local Plans EMP1, EMP2, EP5, EP6, EP7, EP9, EP22, HBE12, SR6, TRA3, TRA4, TRA5, TRA14 and TRA18. • The impact of the proposed new building block C (no maximum height is given). • Loss of privacy along most of the East end of the South side of Ipswich Grove. The same will apply to some properties to the Northern end of the West side of Grove Walk. Between block C and rear of these houses there would be a road carrying an estimated 5250 vehicles plus 250 motor-bikes, cyclists and pedestrians a day. Contrary to and in conflict with Local Plans EMP1, EMP2, EP5, EP6, EP7, EP9, EP22, HBE12, SR6, TRA3, TRA4, TRA5, TRA14 and TRA18. • Impact of the proposed new 4 storey vocational (woodwork, metal work, etc) Block F situated immediately to the rear of properties to the North side of Cecil Road. The noise that will ensue from plant, machinery and engineering from these operations is contrary to and in conflict with Local Plans EP7, EP22 and EMP2. • Concerns that 7№ Noise Abatement Notices under the Environmental

Protection Act 1990 section 79(i)(g) Noise Nuisance have been served on the College since 2000 (one relates to the existing workshops the eastern boundary of the site). All notices are currently in force.

- Ref. Workshops - conditions attached to the planning approval were neither enforced by the Planning Department, nor complied with by the College.

We ask for clarification of the Town and County Planning Act 1990 from Head of Planning Services for an explanation regarding this lack of responsibility from his department in enforcing these conditions.

- We understand that the Notices will expire with the redevelopment of the campus. Will subsequent conditions be enforced?
- Block F replaces a residential building (Southwell Lodge) which is understood to be a change of use.

We again ask for clarification of The Town and Country Planning Act 1990 as to the law on these points from the Head of Planning Services.

- Loss of privacy, along most of the North side of Cecil Road. Road carrying an estimated 5250 vehicles plus 250 motor-bikes, cyclists and pedestrians a day. Contrary to and in conflict with Local Plans **EMP2, EP6, EP9, EP22, TRA3, TRA4, TRA5, TRA14** and **TRA18**.
- Car park which will be in continuous operation for more than 14hrs daily, holding an anticipated 750 cars, The distance from the East side of the car park, to the rear of the properties on Grove Walk will be approx 30m. Significant detrimental impact on the amenity of local residents, contrary to and in conflict with Local Plans **EMP2, EP6, EP9, EP22, TRA3, TRA4, TRA5, TRA14** and **TRA18**.

We ask the Head of Planning Services for his comments.

- Loss of privacy along most of the West side of Grove Walk. These houses will also be affected by the new car park and new inner ring road. This is contrary to and in conflict with Local Plans **EMP2, EP6, EP9** and **EP22**.
- New car park would overlook West side of Grove Walk, and with the new inner ring road there will be traffic noise, pedestrian noise, artificial light, exhaust and headlight pollution from 7:30am until past 9:30pm continually ongoing from morning through to evening
- Loss of privacy, along most of the West side of Grove Walk. Road carrying an estimated 5250 vehicles plus 250 motor-bikes, cyclists and pedestrians a day. Contrary to and in conflict with Local Plans **EMP2, EP6, EP9, EP22, TRA3, TRA4, TRA5, TRA14** and **TRA18**.
- Impact of proposed energy centre has not taken into consideration the neighbouring properties by way of continual running, constant noise and exhaust pollution. To the rear of resident's gardens South East of the site. Affecting houses adjacent to the Grove Walk and Cecil Road junction. This is deemed to be the workshop's waste area to be deposited into skips which in turn will also be delivered and collected by lorry. This is contrary to and in conflict with Local Plans **EP5, EP7** and **EP22**.

	<ul style="list-style-type: none"> • Impact of proposed new inner ring road to the rear of Ipswich Grove, most of Grove Walk and Cecil Road (between the junctions of Ipswich Road and Grove Walk). There will be pedestrian noise, traffic noise, exhaust pollution, headlight pollution and artificial light pollution, from 7:30am until past 9:30pm ongoing as vehicles arrive and leave the campus. Contrary to and in conflict with Local Plans EMP1, EMP2, EMP16 and EMP19. • Demolition of modern buildings and facilities some more than fit for purpose and the extravagance of public funds. The impact of the time scale of the demolition and debris removal and the noise, pollution and smells that will ensue during these operations. This is contrary to and in conflict with Local Plans EP5, EP7 and EP20. • The impact of the above, an estimated period of six years of demolition and construction. The noise, pollution and smells that will ensue during these operations. This is contrary to and in conflict with Local Plans EP5, EP7 and EP20. • Subjected to vehicular "rat runs." Impact of proposals will increase noise and exhaust pollution during normal and unsociable hours. This is contrary to and in conflict with Local Plan EP22. • Environmental damage caused during and after building works. This is contrary to and in conflict with Local Plan EP17. • The impact of phase 1 in particular will exacerbate safety in the area. Continued for 6 years. Site will be "hard hat." As a result during construction "on site" parking will be severely restricted. This is contrary to and in conflict with Local Plans EP5, EP7 and EP9. <p style="text-align: center;">Because of security reasons, there will also be loss of night sky due to light pollution at the North end of the site.</p> <ul style="list-style-type: none"> • Loss of security to properties with rear boundaries to the College, exposed to the risk of burglary via proposed open campus. Similar incidents reported on Cecil Road - access gained via Hewett School playing fields. This is contrary to Local Plan HBE19. <p style="text-align: center;">All of the foregoing is contrary to and in conflict with Local Plans EP22 and EMP2. Will also affect amenity, quality of life of residents and permanently change the character of surrounding residential and Conservation areas.</p>
<p>Effect on Surrounding Area</p>	<ul style="list-style-type: none"> • Proposals will further prejudice highway safety on a busy main arterial route and could endanger life to pedestrians, motorists and their passengers or other road users. • Due to proximity to Town Close Pre-prep School and Town Close Preparatory School the arterial route is set to be even more dangerous for small children, students and adults alike. • Repositioning of the Southern most pedestrian crossing between Town Close Road and Cecil Road to the North enforced by the proposed Southerly access/egress of the ring road will endanger, children and young people walking to and from school, with vehicular traffic involving them in to two extra road crossings.

	<p style="text-align: center;">We again ask for clarification of these standards both from the Highway Authority and the Head of Planning Services.</p> <ul style="list-style-type: none"> • Within short distance of the College campus and in addition to Town Close Preparatory School and Town Close Pre-prep School there are 3 other schools <ul style="list-style-type: none"> ○ The Hewett School ○ City of Norwich School ○ Norwich High School for Girls <p style="text-align: center;">We reiterate concern that the proposals will have a detrimental effect on the County Council Public Transport Policy. We ask for comments from the County Council concerning these issues.</p>
<p>The Outline Application (Design and Access Statement)</p>	<p><u>CONTEXT</u></p> <ul style="list-style-type: none"> • The impression given by this section is ambiguous and directed in a way which could be considered unfair, to the point of being misleading. • The photographs of the pavements to Ipswich Road outside the City College are also unrepresentative. • <i>“The multi-modal surveys carried out at the College in December 2007 recorded approximately 12,600 person..... trips in one day.”</i> • Figures speak for themselves. Photographs portray misleading picture of true context, both outside and within, of what is considered to be an excellent learning facility. • <i>“The main Norwich building is now some 55 years old and in need of substantial and expensive repair. The pantile roof.....”</i> Suggest not pantiles but Spanish tiles - therefore part of building’s architectural merit. • Design and Access Statement is incomplete in context, factually inaccurate and therefore flawed. <p><u>CONSULTATION</u></p> <ul style="list-style-type: none"> • Cause of great misunderstanding. Erroneous and therefore also flawed. • Many residents were unaware of the open days and some residents were unaware of the proposed redevelopment. • Information from College staff was diverse and contradictory and the block model was the cause of great anxiety and concern. • College staff did not inform those attending that the completion of a questionnaire would be used in an analysis within the Design and Access Statement - That residents were being ‘counted in’ and ‘counted out’. • Some people report that they saw no evidence of a ‘count’ being completed. • From information and comments from residents, graph and pie chart considered inaccurate and open to question. • Most residents concerns were directed at the density of proposals and

siting of the car park within the 'Consultation's' time scale.

- Neither made aware of the inner ring road or the re-arrangement and alterations to Ipswich Road access, nor the road itself.
- Again refer to the **"Infringement Of Right To Be Heard."**
- Reiterate that the analysis is flawed, unrepresentative of residents' views and should be judged on number of objections received.

GEO-ENVIRONMENTAL REPORT

- SEE FLOOD RISK ASSESSMENT
- A more thorough and detailed study should be completed prior to the granting of the Outline Application.

TRANSPORT ASSESSMENT

- Concern at the proposals for "two new priority controlled junctions." - Likely to increase traffic, would be contrary to current environmental concerns.
- hazardous stop-start implications on road safety
- Attention to the Southern most junction proposed between Town Close Road and Cecil Road. Distance of approximately 80m between two existing roads. Vehicles turning right off Ipswich Road into Town Close Road, the campus or Cecil Road in heavy traffic, will be in a hazardous position and causing congestion and a hazard for others travelling with or against turning vehicles.
- Town Close Road and Cecil Road turning right onto Ipswich Road will be held up causing further congestion and conflicting hazardous situations.

We again ask for clarification of these standards and the affect on County Council Transport Policy both from the Highway Authority and the Head of Planning Services.

DEDICATED VEHICLE ROUTE

- Introduces a new road into the area. Ipswich Grove is a cul-de-sac - this road is incorrectly shown as a through road on the Traffic Plan.
- Therefore not subject to 'rat runs' but for those living on Cecil Road and Grove Walk it will be akin to living on a roundabout. Those living on Ipswich Road it will be a hazard and a nuisance, affecting Town Close ward residents' quality of life.
- Inner ring road during construction and after completion will have a blighting effect on the neighbourhood.
- Transport Assessment was unduly restricted in its geographical scope and did not look at other local traffic impacts within the area.

Concern that the proposals will have a detrimental effect on the County Council Public Transport Policy. We ask for comments from the County Council concerning these issues.

- Proposals are contrary to and in conflict with Local Plans **EP5, EP6, EP9, EP14** and **TRA3, TRA4, TRA5, TRA7, TRA10- TRA16** (inclusive)

and **TRA18**.

- In particular this planning application does little to encourage the “*model shift from car to walking, cycling and public transport*” as required by policy **TRA3**.
- There will not just be interaction, there will be conflict between all pedestrians and all motor vehicles arriving and leaving the campus, (no design safety improvement on the existing situation).
- Due to the inadequacy of the proposed design, pedestrians approaching or leaving from either end of the campus will have to cross this inner ring road.
- Siting the car park to the frontage of Ipswich Road and incorporating bus lay-bys will allow pedestrian access at each far end of the campus to follow a route behind the accesses/egresses without conflict. Pedestrians will be able to circumnavigate around it.
- The proposals as they stand are contrary to and in conflict with Local Plans **EP6, TRA14** and **TRA18**.

CAR PARKING

- Concerned by the position of the proposed car park.
- Oppose the principal of a car park.
- “...*The level of parking is approximately a third of the maximum provision...*” suggest limitation of parking is not a design or Green issue but due to restrictive nature of the campus. Neighbours concerned that design of the car park allows for future expansion upwards.
- Proposals as they stand are an infringement of **PPG13**.
- Question should be asked as to the necessity of having a car park at all. Example set by Canterbury College which is car-free and therefore Green, should be followed by Norwich City College in implementing a totally Green Travel Plan.
- For disabled students/students from rural areas, suggest that the proposed 37 disabled places should be retained but augmented by an area for vehicular pick-up/set-down.
- Proposals as they stand are contrary to and in conflict with Local Plans **EP5, EP9, EP14, EP17, TRA3, TRA5, TRA10, TRA11, TRA13** and **TRA16**.

FLOOD RISK ASSESSMENT

- Concerned by any proposals which might result in additional flow of any kind into the ground in this area.
- A high water table and major aquifer runs through the area. The nature of the ground is such that light rainfall takes an abnormally long time to drain.
- Geo-environmental Report shows perched ground water over a clay layer with contamination from oil and fuel spills from the car park and road running into the ground with no road gulleys, drainage or interceptors. This includes leakage from waste storage. Concern that

these pollutants will be carried by ground water to the West side of Ipswich Road before entering the local watercourses.

- This is contrary to and in conflict with Local Plan **EP14**.
- Large diameter storm water drains to Grove Walk run under the campus towards Ipswich Road. No reference of drain runs in Outline Application or consequences to houses to the West of Grove Walk during heavy rainfall should drains be damaged or breached during construction.
- Abovementioned houses generally have ground floor levels lower than the gutter gulley levels of Grove Walk, and are liable to run-off into their front gardens during periods of heavy rain. Should damage to these storm water drains coincide with heavy rainfall then it can be anticipated that some if not all of the houses to the West side of Grove Walk will be flooded. This is contrary to and in conflict with Local Plan **EP13**.

SUBSIDENCE

- No reference is made in the Outline Application to problems of subsidence to residents' properties within the surrounding area.
- Campus and surrounding houses are situated on 'bad ground' and as a consequence, houses have and suffer from subsidence resulting in structural movement to their houses.
- During construction of a small access drive from Cecil Road to Cromwell House Care Home, structural movement caused by subsidence from these works, to two adjacent houses on Cecil Road, led to these houses being underpinned.
- One house on Grove Walk has had remedial works carried out as a result of damage caused by the recent earthquake.
- Recently a void, the result of subsidence, has opened in Cecil Road beneath the surface causing a minor collapse of the road.
- Due to the falls across the campus from East to West, a great amount of ground works and excavations will be required to construct proposed inner ring road and car park. To retain ground at the East side of site prior to the construction of the car park there will probably be the need for sheet piling. Should this be required the vibration on any adjacent houses will affect their structural stability.
- If this ground is not retained, could have resulting 'slip' of the top layer, causing catastrophic movement of residents' houses.
- No account has been taken of vibrations, noise or pollution from construction and heavy plant moving within site on residents' amenity and quality of life or the effect on their properties.
- In view of the identified subsidence to neighbouring properties and that neither this risk nor any test boreholes have been taken we therefore believe the Geo-environmental report to be flawed.
- 5 Storey 'lightweight' buildings will require substantial or piled footings and foundations on ground of doubtful bearing capacity. Buildings of this height we would suggest would no longer be lightweight structures.

The requirements set out in Local Plan EP2 address the above concerns.

PHASE 1 HABITAT SURVEY AND PROTECTED SPECIES RISK ASSESSMENT

- Phase 1 walk over site survey, carried out 16/11/2007
- *... "It is therefore recommended that if possible the works to be timed to avoid the nesting season (March to August inclusive). If this is not possible then any clearance works should be preceded by survey by a suitably qualified ecologist for the presence of nesting birds..."*
- Neighbours of the College witness flights of small bats, which we would suggest roost within the College boundaries.
- *"...any bat surveys should be completed well in advance of development works to allow sufficient time to apply for a bat licence from Natural England..."*
- *"A further botanical survey visit to be undertaken during late May or June should be considered to provide a fuller description and assessment of the woodland and other habitats present."*

ARBORICULTURAL ASSESSMENT

- We are greatly concerned at the loss of trees covered by "TPO's" due to proposed felling.
- Effect that excavations for the new inner ring road and other building work will have on other established trees - 22m high Wellingtonia and 15m Dawn Redwood. (According to the *British Tree Register*) Both trees are recorded, the 15m Dawn Redwood is the second tallest of its species in Norfolk.
- There are omissions and errors in the tree survey involving a Cedar and a Cypress to the rear of number 82 Grove Walk.
- A mature Oak tree and a mature Ash tree to the rear of no 60 Grove Walk incorrectly positioned on the drawings. A Yew tree situated in the centre of the site is apparently omitted altogether. Concern that the Tree Survey has some important errors and omissions.
- See original document for further comments referring to arboricultural issues where plans and photographs illustrate the points.
- Loss of trees covered by "TPO's" and other important trees is contrary to and in conflict with Local Plan **NE3, NE8** and **NE9**.

We therefore ask for clarification from the Head of Planning Services and the Tree Protection Officer as to why these inaccuracies and anomalies within the Arboricultural Assessment have not been questioned and addressed by Planning Services.

CONCLUSION

- This proposal conflicts with Local Plan policies, will create traffic and parking hazards along with traffic and pedestrian conflict both on and off the site.
- The proposals represent over-development of the site.

- The campus is an island site and therefore always restricted as to expansion and considered too small for purpose by the City Architects department in the 1950's. The proposals are very cramped.
- Privacy to our gardens and the rear habitable rooms of our houses will be lost.
- Almost all of the residents neighbouring the College (approximately 95% plus) and beyond object to this proposal.
- We believe this application as it stands at present should be refused, as it would be inappropriate as proposed in principal and general concept, harmful in this location and have a detrimental affect on the amenity and quality of the residents' lives.
- We urge the Planning Committee to ask City College to submit, with genuine public consultation from the earliest possible stage (Law-Planning Policy Statement 6), a detailed planning application based on a reduced proposal designed to blend sympathetically around the retention of the original Norwich building and in keeping with the surrounding residential and Conservation areas.

POINTS ARISING

- It is imperative that the Planning Committee are allowed to make a site visit to assess the physical relationship of the proposed redevelopment with the existing road network and the lack of safety that the proposed new inner ring road accesses/egresses to Ipswich Road will cause.
- To assess the relationship from within the campus and from back gardens of the impact on neighbouring properties, the height of proposed buildings and resulting concerns over loss of privacy.
- Assess the position and proximity of the proposed car park and inner ring road to the neighbouring properties.
- Subsequent loss of light, sunlight, sunsets and night sky.
- The loss of trees covered by "TPO's" and other important, healthy, young and mature trees and during the demolition and construction period the loss of "on site" open space.

ADDENDUM (THETFORD BUILDING)

- We are led to believe that this proposed new building will be a teaching facility and an exhibition centre (dual use?) with proposed deliveries by Heavy Goods Vehicles.
- We submit that this is an inappropriate use and the turning of large vehicles at Cecil road will be a hazard to pedestrians and other vehicles alike.
- We are concerned that this modern conceptual building of some architectural merit and construction will look out of place within a Conservation Area. We would suggest that it would sit more comfortably on a green-field site.
- CRC are very concerned that this modern concept will set a precedent, which we consider inappropriate within its setting, not only for the proposed new building, but also for the main campus redevelopment. This is contrary to and in conflict with Local Plan **HBE8**.

	<ul style="list-style-type: none"> • Most trees within the Thetford building garden will be felled. This is contrary to and in conflict with Local Plan NE3, NE8 and NE9.
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Addendum Response

Environmental Assessment	<ul style="list-style-type: none"> • Surprised such a large redevelopment does not require an Environmental Impact Assessment. • “The campus ground level rises front to back by some 4 to 5 metres and opportunities for levelling the ground will allow for the visual impact of buildings to be reduced and for access by the disabled to be improved.” • “150,000 cubic metres of spoil will have to be removed in order to comply with the design concept. 1 cubic metre of consolidated topsoil weighs 1.7 tonnes (B.S.Topsoil, a division of British Sugar plc.). Therefore the approximate weight of spoil to be removed is $150,000 \times 1.7 = 255,000$ tonnes.” • “The authorised maximum load weight of an articulated bulk carrying H.G.V. is 25 tonnes. Therefore to remove the spoil from the site it will require $255,000$ divided by $25 = 10,200$ loaded trips from the site $\times 2$ for empty return trips. This makes a total of $20,400$ H.G.V. trips to and from the site. However, please note that smaller unarticulated bulk carrying HGV’s can only carry 16 tonnes. Therefore using these smaller HGV’s the number of trips each way will be increased by 56%. This increases the total to $15,940 \times 2 = 31,880$ round trips.” • The carbon footprint and environmental impact will be enormous. • Large parts of the spoil are contaminated. This goes against PPS 23 • The impact of nuisance, noise, dirt, dust and other airborne pollution will have a considerable impact on neighbours’ amenity, lifestyle and properties. • “Our figures bring into disrepute any data within the two Transport Assessments neither of which have taken into consideration the traffic implications related to the building works. These assessments are therefore unrepresentative of future H.G.V. and vehicular movements within the surrounding area.”
The Principle of the Development	<ul style="list-style-type: none"> • The Outline Application should be refused and be the subject of a full Detailed Planning Application - when added to the original Outline Application documentation the massive amount of complex information and detail will obscure without due process of thought, much of what should be considered thoroughly within a Detailed Planning Application (positions, heights and massing of buildings, positions of accesses, inner link road, car park, energy centre and landscaping amongst other considerations). • “There is still no provision within the revised proposals for marshalling points on the campus in the event of fire, for practice fire drills or any other emergency, certainly during the construction period and heavily restricted thereafter.” • The Norwich Building is iconic and a part of the City’s heritage. This should be retained. • City student accommodation is at a premium and inadequate to meet

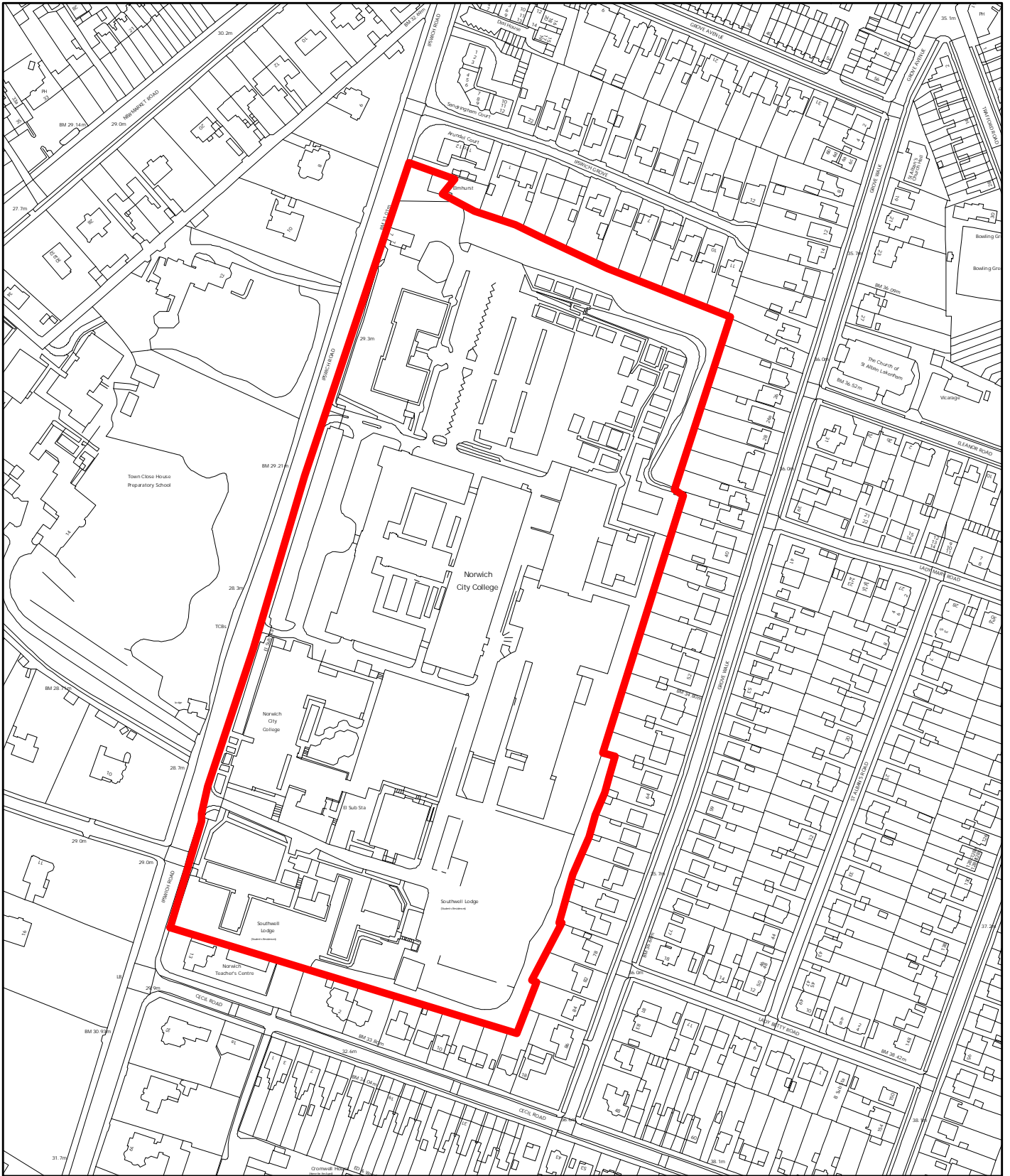
	<p>demand. The loss of College residences will add to this. This lack of supply creates a demand within the City for residences to be turned into HMO's (Homes of Multiple Occupation) which can result in a detrimental effect on an area.</p>
<p>Effect on Neighbouring Property</p>	<ul style="list-style-type: none"> • Concerned by the restrictions of use of the inner link road to the North end of the site and the effect this will have on the vehicular access and parking for those attending the new proposed facilities. • Block F will house a workshop that will be a nuisance, should be subject of a Detailed Planning Application and is a change of use. - "We again ask for clarification of the Town and Country Planning Act 1990 as to the law on these points from the Head of Planning Services." • The new proposed surface car park, inner link road and energy centre will still be a nuisance to neighbours. • The car parking facilities will not match demand and this will help cause rat running an illegal parking.
<p>Effect on Surrounding Area</p>	<ul style="list-style-type: none"> • Ipswich Road is busy and hazardous. - "We again ask for clarification of these standards both from the Highway Authority and the Head of Planning Services."
<p>Transport Assessment</p>	<ul style="list-style-type: none"> • "The introduction of a primary vehicular access at the Southern end of the campus between existing junctions, the retention of a pedestrian crossing, albeit repositioned, and the introduction of a speed camera, along with a bottleneck immediately within the access road itself, does nothing to allay our fears that this area is a major accident designed to happen." This should be moved further north. However, this would compromise the Masterplan.
<p>Dedicated Vehicle Route</p>	<ul style="list-style-type: none"> • "It has been understood that the road adjacent to the Energy Centre is the proposed position for the material and refuse skip for the Vocational Block F. If this is not the case where will this skip and the noise nuisance that relates to its use, be situated? Given that usage of the Northern end of the inner link road is to be downgraded and if the skip is positioned adjacent to the Energy Centre, where is the turning hammerhead for HGV's accessing the site?"
<p>Car Parking</p>	<ul style="list-style-type: none"> • The new motorcycle parking will exacerbate engine noise pollution, reflected engine noise and exhaust pollution.
<p>Flood Risk Assessment</p>	<ul style="list-style-type: none"> • During recent heavy rain, the road gullies on Grove Walk could not cope and there was a back surge of both surface and foul water which flooded over the rim of a downstairs toilet to at least one residence situated on the West side of Grove Walk.
<p>Subsidence</p>	<ul style="list-style-type: none"> • There are concerns relating to the breaching of storm water drains and culverted underground streams during these works and also the long term effects on the local water table. CRC are also concerned at the resulting consequences and the effect on the structural stability to neighbouring houses and the effect this will have on insurance premiums to these properties.
<p>Points Arising</p>	<ul style="list-style-type: none"> • "CRC consider it imperative that the Planning Committee are now allowed the opportunity to make a further site visit in order that questions from Committee Members can be clarified and the immensity of the proposals can again be more fully addressed from within the constraints of the site. This will also allow for the vehicular traffic and

	pedestrian hazards at the Southern end of the site to be discussed in further detail and in-situ.”
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RAID Response

Context	<ul style="list-style-type: none"> • A number of City College buildings are already visible from Cecil Road. Changes to the size would have a detrimental impact, especially in a residential neighbourhood. • The height of the proposed buildings will have an adverse effect on the existing Conservation Area and the Thetford Building. • The proposed southern main access route will isolate the Thetford Building from its tree covered hinterland. Any tree removal will worsen this. • The pavements along Ipswich Road are narrow and crowded. • Not enough protection is being given to tree roots.
Consultation	<ul style="list-style-type: none"> • What we were told at a public consultation event and what we now see in the plans differs significantly. • Were told new buildings would be no higher than existing – not the case. • Were not made aware of proposals to put in a new road with access at a new junction between Cecil Road and Town Close road. • The revised proposal to have the proposed southern main access route (a full service and access road) along the boundary of the site on the southern side has not been adequately discussed with the public at all.
Description of the Proposals	<ul style="list-style-type: none"> • The present screen of trees is not adequate to conceal existing buildings, let alone the new proposed ones. • There would be significant detrimental impact on the amenity of local residents. • The practical training for the construction industry programme should be moved as will have a detrimental effect on the quality of life of residents nearby.
Building Heights	<ul style="list-style-type: none"> • The height of buildings at the Ipswich Road end will not be appropriate to border a residential area. • Trees to combat the heights of proposed buildings will have limited success. • A condition should be implemented by planners to ensure no buildings neighbouring Cecil Road will be higher than existing residential blocks.
Vehicle Access	<ul style="list-style-type: none"> • The roads around City College are already dangerously and excessively busy. • The junction out of the college is too close to existing junctions of Cecil Road and Town Close Road. • The planning application has had no assessment with regards to traffic build ups. • The increase in traffic is contrary to current environmental concerns. • There is a problem of dangerous driving by students in the area. • Plans to reduce those who drive to City College is unproven. • Does not comply with PPG13 and TRA4, TRA14, TRA31. • The Transport Assessment should have looked at the impact on Cecil Road, Ipswich Road, Trafford Road and Grove Walk in particular. • “Planners are referred to the ‘Report for Resolution’ to the Norwich Highways Agency Committee dated 8th January 2004 on the Lakenham Traffic Action Plan.”

<p>Car Parking</p>	<ul style="list-style-type: none"> • The proposed car park is inappropriate for the area and against environmental concerns. • The availability of car parking will increase traffic. Cars should not be brought into the area at all. • Many colleges have extremely limited car parking provisions and their performances have not suffered.
<p>Flood Risk Assessment</p>	<ul style="list-style-type: none"> • There is a high groundwater table. A major aquifer runs through the area and water takes a long time to drain away. • The proposed plans take no account of 2 small streams that run from the Grove Walk end of the site down towards Ipswich Road. • The site regularly floods.
<p>Subsidence</p>	<ul style="list-style-type: none"> • 1 and 3 Cecil Road had to be underpinned following construction of a small road. • Further subsidence could occur following this development and deep piling is likely to be necessary.



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Planning Application No - 08/00255/O
Site Address - Norwich City College
Scale - 1:2800



NORWICH
City Council

DIRECTORATE OF REGENERATION
AND DEVELOPMENT

