

Report for Resolution

Report to Planning Applications Committee
Date 18 August 2011
Report of Head of Planning Services
Subject 11/00743/F 49 Ipswich Road Norwich NR2 2LN

Item
5(2)

SUMMARY

Description:	Erection of single dwelling and garage.	
Reason for consideration at Committee:	Objection	
Recommendation:	Approve	
Ward:	Town Close	
Contact Officer:	Miss Sarah Platt	Planning Officer - Development Management 01603 212500
Valid Date:	29th June 2011	
Applicant:	Dr L Khangura	
Agent:	Mr Stephen Moore	

INTRODUCTION

The Site

Location and Context

1. The application site is on the corner of Ipswich Road (A1056) and Lakenham Road which forms part of the main A146/A147 Outer Ring Road. This is a busy crossroads traffic junction with 3 lanes of traffic running north to south and east to west. The site is bound on two sides by major roads; to the rear lies a school playing field and to the north lies other residential properties. The site is 500sqm in area. This application proposes a separate dwelling on the eastern most boundary. There is currently a large mature leylandii hedge separating the existing dwelling and the adjacent property at number 47a Ipswich Road which extends along the boundary line to the site of the proposed dwelling. This hedge is proposed to be removed under a recent planning permission (detailed in the planning history section of this report) and a new garage building and link building replacing it on the boundary line to the western end of the northern boundary. It was not specified under an application for alterations to number 49 Ipswich Road whether the whole hedge would be removed or merely the part where the proposed garage and link room and utility building would be situated.
2. The existing property is a large detached dwelling with a dental surgery on part of the ground floor. The property is set within mature landscaped gardens. It is two storeys and finished with a cream render to all elevations. The property has a traditional frontage to Ipswich Road and there is a large triangular picture window at

first floor level on the west facing elevation. This window is proposed to be reduced in size and positioned above head height under application reference number 11/00164/F. The vehicular access to the property is off Lakenham Road and is shared for both the existing dwelling and the dental surgery.

3. It is proposed that the new dwelling is accessed via the same access from Lakenham Road. The new dwelling will be built from a red multi stock brick with slate colour roof tiles.

Constraints and Topography

4. The site is not within a Conservation Area and the topography is flat in this area.

Planning History

5. In 1993 under application reference 4/1993/0567 planning permission was granted on the 12th August 1993 for an extension to the original dwelling house to form a dental surgery.
6. In 1995 under application reference 4/1995/0479 outline planning permission was refused on the 29th June 1995 for the erection of a '*single dwelling and garage*' for the following reasons:

The proposed development involving additional use of the existing vehicular access on to Lakenham Road which serves the existing house and dental surgery would result in increased hazardous vehicle turning movements on the ring road, close to the signalled junction which is an accident cluster site, contrary to Policy H15(ii).

The proposed development would over-intensify the use on the site, resulting in a cramped form of development, contrary to Policy NE24(i).

The applicant appealed the decision which was subsequently allowed by the Planning Inspectorate. The full decision can be found at appendix 1 of this report.

7. In 1999 under application reference 4/1999/0075 planning permission was approved in outline form for the erection of a '*single dwelling and garage*'.
8. In 2001 under application reference 4/2001/0159 planning permission was granted for the erection of a conservatory adjoining the existing garage but facing the garden amenity area.
9. In 2002 under application reference 4/2002/0186 a renewal of the 1995 outline permission for the erection of a '*single dwelling and garage*' was granted on the 12th April 2002.
10. In 2003 under application reference 03/00322/F planning permission was granted for an extension to the existing dental surgery and a first floor extension to the dwelling house above.
11. In 2005 under application reference 05/00067/O a further renewal to the 1995 outline permission was granted for the erection of '*single dwelling and garage*'.
12. In 2008 planning permission application reference 08/00258/O granted a further renewal of the 1995 outline permission (renewed in 2002 and 2005) for the erection

of single storey dwelling and garage’. Members should note the typing error in this permission. The renewal referred to a “single storey dwelling” not a “single dwelling”. The application forms on the 2008 application, and the design and access statement both referred to a single dwelling. The error was made by Norwich City Council.

13. In 2011 under application reference 11/00164/F planning permission was granted for alterations and extensions to the ground floor dental surgery and first floor living accommodation; a new domestic garage to the front of the property and a utility room with a glazed link to the dwelling were also approved. This application saw the conversion of the garage to a playroom in association with the existing dwelling and the new garage placed at the front of the property adjacent to Ipswich Road. There is still an area of private amenity space to the rear.
14. The current application was submitted prior to the expiry of the 2008 renewal of the 1995 outline permission but the application was invalid. The current application is now considered as a full planning application under application reference 11/00743/F which seeks the erection of a single dwelling and garage.

Equality and Diversity Issues

There are no significant equality or diversity issues.

The Proposal

15. The application seeks the erection of a single dwelling and garage on the eastern part of the wider site.

Representations Received

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

17.

Issues Raised	Response
The erection of a second dwelling on this plot will result in overdevelopment of the site.	Paragraph 32-25
The rear garden is not in keeping with the adjoining properties, the plot size will be reduced.	Paragraph 33
There is currently landscaping on the northern boundary. Is this intended to be retained or protected by planning condition?	Paragraph 30
There will be increased overlooking to properties fronting Ipswich Road and adjoining the application site.	Paragraph 29-30
Loss of privacy.	Paragraph 29-30
Loss of light to properties fronting Ipswich Road.	Paragraph 31

Consultation Responses

18. Design & Conservation – No comments.

19. Transportation – The proposed use is suitable for this location. The use of an existing driveway is welcome and acceptable. It is of sufficient size to enable vehicles to exit in a forward gear. The permeable gravel for the driveway is welcome. There is no information given for refuse storage (ideally a bin store should be provided) or cycle storage (although this may be able to fit in the garage). Conditions should be attached to any approval.

20. Tree Officer – No objections.

ASSESSMENT OF PLANNING CONSIDERATIONS

Relevant Planning Policies

Relevant National Planning Policies

PPS1 - Delivering Sustainable Development
PPS1 Supplement – Planning for Climate Change
PPS3 – Housing

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

ENV6 - The Historic Environment
ENV7 - Quality in the Built Environment
WAT1 – Water Efficiency

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

Policy 1 – Addressing climate change and protecting environmental assets
Policy 2 – Promoting good design
Policy 3 – Energy and water
Policy 20 – Implementation and Monitoring

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

NE3 - Tree protection, control of cutting and lopping
NE9 - Comprehensive landscaping scheme and tree planting
HBE12 - High quality of design in new developments
EP22 - High standard of amenity for residential occupiers
HOU13 – Proposals for new housing development on other sites
TRA6 - Parking standards - maxima
TRA7 - Cycle parking standards
TRA8 - Servicing provision

Written Ministerial Statement: 23 March 2011: Planning for Growth

Support of enterprise and sustainable development.

Draft National Planning Policy Framework July 2011

Principle of Development

Policy Considerations

21. PPS3 outlines the Government's objectives for the promotion of new housing stating that new housing should provide a wide choice of high quality homes designed and built to a high standard, both affordable and market housing, to address the requirements of the community. Housing should help create sustainable, inclusive, mixed communities, in all areas, urban and rural, and should offer a good range of community facilities with access to jobs, key services and infrastructure.
22. PPS3 also reiterates the principles of PPS1 and seeks a high quality in the design of new housing which in turn contributes to the creation of sustainable communities. The policy also states that design which is inappropriate in its context or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.
23. Saved policy HOU13 of the Local Plan outlines the criteria against which proposals for housing on non-allocated sites will be assessed. These are;
- Appropriate arrangements for vehicular access;
 - An appropriate density;
 - Provision of a private garden or public amenity space around the dwellings;
 - Good accessibility to local shops, employment areas, a District Centre and a bus route;
 - There should be no detrimental impact on the character and amenity of the surrounding area;
 - A range of types and styles of housing should be provided, and;
 - Proposals should enable the regeneration of historic buildings or other buildings in the vicinity.
24. The principle of the erection of a dwelling has been set by the Planning Inspectorate's decision on the 1995 planning permission 4/1995/0479. In the Inspector's decision, paragraphs 5, 6 and 7 refer to the issues of principle and the requirements for amenity space. The subsequent renewals of the outline planning permission up until 2008 agree the principle of the erection of a dwelling and under none of the renewal permissions were any objections received.
25. When assessed against the objectives of PPS1 and PPS3 the principle of the erection of a new dwelling and associated garage is still considered acceptable. Changes to PPS3 adopted in June 2010 stated that local authorities should make effective use of land by re-using land which had already been developed and private residential gardens fall under this definition. There is no presumption that all previously developed land is suitable for development, but if there is a need, the site is located in a sustainable location and private amenity spaces are still considered sufficient, the proposals may be considered acceptable.

26. The proposals for a new dwelling in the garden of number 49 Ipswich Road is considered to be situated in a sustainable location and will provide much needed housing. In this instance, the proposals are considered acceptable.
27. Saved local plan policy HOU13 sets out the specific criteria new housing proposals on non-allocated land should fulfil. The application is considered to address each of the relevant criteria by offering appropriate vehicular access arrangements; an appropriate density (11.7 dwellings/ha); adequate provision of private amenity space; good accessibility to shops, employment and bus services with excellent regular bus links to the City Centre, and, all with no detrimental impact on the character or amenity of the surrounding area. It is not considered that the erection of a second dwelling on this plot represents overdevelopment of the site, despite the extensions permitted at number 49 Ipswich Road since the original outline permission was accepted by the Planning Inspectorate. Both dwellings are considered to have sufficient amenity space and vehicular access and whilst subdivision of the plot will change the appearance of the site to that of two dwellings not one large dwelling in large grounds, it is not considered to have a detrimental impact on the character of the wider area.

Impact on Living Conditions

Overlooking and Loss of Privacy

28. Saved Local Plan policy EP22 states that a high quality of residential amenity should be achieved in new development, including the avoidance of noise, light, and air pollution and ensuring no loss of privacy or issues of overlooking arise from development proposals.
29. Concerns have been raised with regards to the potential for increased overlooking as a result of the orientation of this property. The property will face north at the rear and is proposed to be positioned 8m from the northern most boundary with number 47a Ipswich Road. At its closest point number 47a Ipswich Road is some 20 away from the boundary of the proposed dwelling and number 47 Ipswich Road is at a minimum 30m. There are not considered to be any issues of overlooking and loss of privacy to the main habitable rooms of these dwellings as a result of these proposals.
30. However, potential for loss of privacy and overlooking potential to part of the rear garden of number 47a is increased. The property will only have views to the eastern most end of the rear garden of number 47a Ipswich Road which is screened by mature trees set in the garden of number 47a Ipswich Road. There is an existing leylandii hedge in the garden of 49 Ipswich Road which currently screens a large proportion of the adjacent properties garden. It has not been made clear if this is to be removed. These trees are not considered to be of any value and whilst their retention is beneficial it is not considered reasonable to condition their retention given that they could be removed without the requirement for any form of consent.

Overshadowing

31. There are not considered to be any arising issues of loss of light to any neighbouring properties as a result of these proposals.

Design

Layout, Form, Scale and Height

32. Policy 2 of the Joint Core Strategy updates saved policy HBE12 of the Local Plan and states that all development should be designed to the highest possible standard and will respect local distinctiveness including as appropriate, the treatment of 'gateways', the landscape character and historic environment, taking account of Conservation Area Appraisals, the townscape of the area. There is recognition that development at any scale should make a positive contribution to providing better places for people and that good design is a key aspect of successful development.
33. The proposed orientation and layout of the proposed dwelling is considered acceptable. Sufficient space for both vehicular access and turning is provided to the frontage with adequate amenity area to the rear.
34. The scale of the proposed dwelling will be subservient to the existing dwelling, clearly denoting that this is a subdivided plot and this dwelling a new addition. The proposed two storey height is considered acceptable given the character of the surrounding area.
35. The landscaping proposed is considered acceptable. The use of porous paving is a welcome addition. Whilst some form of soft landscaping would have been welcomed at the front of the property it is necessary to keep the access as wide as possible for safe vehicular access to the property. The boundary treatments are considered acceptable and no further information is required by condition.

Transport and Access

Vehicular Access and Servicing

36. Saved Local Plan policies TRA6, TRA7 and TRA8 outline the Council's requirements for parking, cycle parking and servicing arrangements. For an application site such as this the provision should be as follows:
- 1no. cycle parking space per dwelling;
 - 2no car parking space per dwelling, and
 - Adequate refuse storage to contain 1x 240litre bin for waste and 1 x 240 litre bins for recycling and 1 x box for glass and 1 x food waste bin.
37. The access arrangements are considered acceptable and will ensure that vehicles exiting from this property onto the main outer ring road can do so in a forward gear. No information has been provided with regards to bin storage areas and as such a condition will be placed on the decision if granted approval. Transportation comments referred to permeable gravel being used on the access however this is not correct: a permeable Marshalls paving is proposed which is considered acceptable.

Car Parking

38. A double garage and driveway are provided under this application. It is considered that the parking provision exceeds the policy requirements of TRA6 and the maximum standards as outlined in Appendix 4 of the local plan but given the layout and alignment of the driveway, and its shared nature, it would be very difficult to achieve these standards and as such the proposals are considered acceptable.

Cycling Parking

39. Details of cycle parking have not been provided. It is assumed that this would be provided in the garage. Details will be conditioned on any approval.

Environmental Issues

Water Conservation

40. Policy 3 of the Adopted Joint Core Strategy states that all new housing developments must reach Code for Sustainable Homes level 4 for water efficiency.

Conclusions

41. The principle of the erection of a new dwelling on part of this site is considered acceptable. The proposals are considered to provide appropriate vehicular access arrangements, an appropriate density, adequate provision of private amenity space for both the proposed and existing dwellings and good accessibility to shops, employment and bus services. The design of the proposed dwelling takes references from the existing dwelling house but will remain visually subservient by virtue of its size, scale and height. There are not considered to be any arising issues of loss of privacy or detrimental overlooking as a result of these proposals, nor is there considered to be any loss of natural light to any adjacent or surrounding dwellings. Sufficient car parking space is provided with suitable access and subject to compliance with conditions attached to this permission the provision of cycle storage and servicing arrangements are also considered acceptable.

42. Therefore the proposals are considered to be in accordance with the objectives of PPS1 and PPS3, policies ENV6 and ENV7 of the East of England Plan (May 2008), policies 1, 2, 3 and 20 of the Adopted Joint Core Strategy for Broadland, Norwich and South Norfolk (March 2011) and saved policies HBE12, EP22, HOU13, TRA6, TRA7 and TRA8 of the City of Norwich Replacement Local Plan (Adopted Version November 2004).

RECOMMENDATIONS

To approve Application No 11/00743/F (49 Ipswich Road) and grant planning permission, subject to the following conditions:-

- 1) The development hereby permitted shall be begun before the expiration of THREE years from the date of this permission.
- 2) The development hereby approved shall be carried out in accordance with the plans and details as specified on this decision notice.
- 3) Details of bin and cycle storage
- 4) Bin storage, cycle storage and car parking provided before first occupation.
- 5) Access provided before first occupation.
- 6) The development hereby approved shall be designed and built to achieve a water consumption rate of not more than 105 litres/person/day, which is equivalent to Level 4 of the Code for Sustainable Homes for water usage. No occupation of [any of] the dwelling[s] shall take place until a full Code for Sustainable Homes assessment which relates to that dwelling and which confirms that the development has been constructed in accordance with Level 4 for water usage has been submitted to and agreed in writing by the local planning authority. All completed water conservation measures identified shall be installed in accordance with the details as agreed and thereafter permanently retained.

Reasons for approval:

- 1) The principle of the erection of a new dwelling on part of this site is considered acceptable. The proposals are considered to provide appropriate vehicular access arrangements, an appropriate density, adequate provision of private amenity space for both the proposed and existing dwellings and good accessibility to shops, employment and bus services. The design of the proposed dwelling takes references from the existing dwelling house but will remain visually subservient by virtue of its size, scale and height. There are not considered to be any arising issues of loss of privacy or detrimental overlooking as a result of these proposals, nor is there considered to be any loss of natural light to any adjacent or surrounding dwellings. Sufficient car parking space is provided with suitable access and subject to compliance with conditions attached to this permission the provision of cycle storage and servicing arrangements are also considered acceptable. Therefore the proposals are considered to be in accordance with the objectives of PPS1 and PPS3, policies ENV6 and ENV7 of the East of England Plan (May 2008), policies 1, 2, 3 and 20 of the Adopted Joint Core Strategy for Broadland, Norwich and South Norfolk (March 2011) and saved policies HBE12, EP22, HOU13, TRA6, TRA7 and TRA8 of the City of Norwich Replacement Local Plan (Adopted Version November 2004).

Appendix 1: Appeal Decision on application number 4/1995/0479:



NORWICH
City Council

**PLANNING AND ARCHITECTURAL
SERVICES DEPARTMENT**

City Hall Norwich NR2 1NH
Telephone: (01603) 622233
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Application submitted by:

On behalf of :

Ross Powlesland, Dipl.Arch.RIBA,
63 The Close,
Norwich.

L. Pin Fat

DECISION SENT 05 JUL 1995

TOWN AND COUNTRY PLANNING ACT 1990

REFUSAL OF OUTLINE PLANNING PERMISSION

Date of application : 31st May 1995

Application No. :

Decision Date: 29th June 1995

4950479/0

Location and Proposal :

49 Ipswich Road

Erection of single dwelling and garage.

Reasons for Refusal :

- See Appeal Decision*
- 01 The proposed development involving additional use of the existing vehicular access on to Lakenham Road which serves the existing house and dental surgery would result in increased hazardous vehicle turning movements on the ring road, close to the signalled junction which is an accident cluster site, contrary to Policy H15(ii).
 - 02 The proposed development would over-intensify the use on the site, resulting in a cramped form of development, contrary to Policy NE24(i).

Brian Smith

City Planning Officer

Chief Officer:
Brian Smith
City Planning Officer

● Planning Applications
● Forward Planning
● Conservation
● Traffic & Transport

● Car Parks
● Architects
● Quantity Surveyors
● Landscape



The Planning Inspectorate

An Executive Agency in the Department of the Environment and the Welsh Office

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Carpenter Planning Consultants Ltd.
22 Wensum Street
NORWICH
NR3 1HY

Your Ref:
IJC/233-1

Our Ref:
T/APP/G2625/A/95/258845/P7

Date:
12 JUL 1996

Dear Sirs

**TOWN AND COUNTRY PLANNING ACT 1990, SECTION 78 AND SCHEDULE 6
APPEAL BY MR LUC PIN FAT
APPLICATION No: 4950479/0**

1. I have been appointed by the Secretary of State for the Environment to determine this appeal against the decision of Norwich City Council to refuse outline planning permission for the erection of a dwelling and garage at land at 49 Ipswich Road, Norwich. I held a hearing into the appeal at Norwich City Hall on 19 June 1996 and inspected the site on the same day.
2. From the representations made at the inquiry and in writing and from the inspection of the site and its surroundings, I consider that the main issues in this case are first, the effect of the proposal upon the character and appearance of the area and secondly its effect upon the free flow of traffic and highway safety on Lakenham Road.
3. The development plan for the area comprises the Norfolk Structure Plan approved in 1993 and the City of Norwich Local Plan, adopted in December 1995. In their reasons for refusal of this application and at the hearing the Council referred only to policies from the Local Plan. They also referred to their supplementary planning guidance Policy Guidelines for Backland and Infill Development adopted by the Council in 1992. Given the non-statutory status of this document I accord it a lower weight than the Local Plan in my consideration of this appeal.
4. Local Plan Policy H7 (at the time of the Council's decision on this application called Policy H15) states that all proposals for new housing will be considered on their individual merits taking into account, amongst other things, the Council's policy for backland and infill development (Policy NE24), the satisfactory achievement of suitable access, layout and design, and the likely effect upon the character and amenity of the surrounding area. Policy NE24 states that proposals for the development of backland or infill sites will only be acceptable if they achieve a satisfactory form of development in terms of scale, form, detailing and materials in relation to the character of the area.

5. With regard to the first main issue, 49 Ipswich Road is a large residential property which has a pedestrian access from Ipswich Road and vehicular access from Lakenham Road. The appeal site comprises the eastern end of the curtilage of the house and includes its road access. In 1987 planning permission was granted for the erection of an extension on the south east corner of 49 Ipswich Road, to be used as a dental surgery by the occupier of the house. The character of the area is predominantly residential, although all of the land immediately to the east of the appeal site along Lakenham Road is occupied by extensive school playing fields. The scale and character of residential development in the local area is varied. To the north, on either side of the Ipswich Road, are large detached dwellings set in extensive gardens, but to the south of Lakenham Road and the nearest part of Daniels Road the dwellings are mainly semi-detached or terraced and the density of development is much higher.

6. The plot size of the appeal site is similar to, or larger than, those opposite on Lakenham Road. In my view, even allowing for the proposed shared access drive it would be possible to erect a dwelling on the site which would not be out of character with the mixed scale and form of the local area. The Council expressed concern over the size of the amenity space that would be available to the proposed property and the size, privacy and quality of the garden area which would remain for the occupiers of 49 Ipswich Road and they referred to paragraph (ii) of their supplementary planning guidance in this respect. Although the garden area to the west of the existing property is considerably more noisy and affected by traffic fumes than that to the east, it is well screened from Ipswich and Lakenham Roads, as well as from the property to the north, by thick vegetation and in my view would be of a reasonable size on its own for a family house. I note that Mr Pin Fat said that his family use this garden area far more than the appeal site. With regard to the proposed development, even taking into account the need to provide for parking and turning spaces within the site, I consider that a private garden area could be provided which would be of an adequate size for the occupiers of the proposed dwelling and not dissimilar to those belonging to dwellings on the south side of Lakenham Road.

7. The Council were also concerned about the cumulative effects of allowing this type of development upon the character and appearance of the local area. While appreciating the potentially harmful consequences of a number of incremental changes it is necessary for me to look at this case on its own merits. The appeal site at present is visible only from a short stretch of Lakenham Road and from the school playing fields because of the shielding effect of the trees along the roadside and on the southwest side of the garden of 49 Ipswich Road. The proposed dwelling would need to be set well back from the road frontage to allow for continued use of the shared driveway, and new parking and turning spaces in front of the house. Landscaping could further soften the impact of a new dwelling such that its visual impact upon the street scene would be minimised. As I consider that the subdivision of the land belonging to 49 Ipswich Road would create two plots that would remain in keeping with the character and appearance of the local area the proposal in my view accords with the provisions of Local Plan Policies H7 and NE24 and the objectives of the supplementary planning guidance. I therefore conclude that the proposal would not have a harmful effect upon the character and appearance of the local area.

8. I now turning now to the issue of highway safety and the free flow of traffic and note that the means of access to the site is a matter for determination in this appeal. Lakenham Road forms part of the Norwich Outer Ring road which is a primary route and until the opening of the Norwich Southern Bypass in 1992 was also a trunk road. In 1986 a similar application was

refused by the City Council on the grounds of highway safety on the trunk road on the recommendation of the Regional Controller of the Department of Transport. Traffic figures supplied by the Council for peak, rush hour flows indicated that there had been little change in traffic volumes on Lakenham Road between 1988 and 1996 at these times of the day. Anecdotal evidence from yourselves and Mr Pin Fat suggested that at other times of the day and night traffic levels were considerably less and the number of heavy vehicles and holiday traffic using this route had greatly reduced since the Bypass had opened. In my view the change in status of Lakenham Road since 1992 from a trunk to a primary route is material to this case.

9. My observation on site confirmed your claims that the phasing of the traffic lights and pedestrian crossings on the busy Lakenham Road / Ipswich Road junction create regular periods of time when the east-bound lane of Lakenham Road is free of traffic, thereby allowing an easy eastward vehicle exit from the existing site access. A west-bound turn is not quite as straightforward but traffic travelling in this direction along Lakenham Road regularly has to slow down and stop at the lights and it would appear to be relatively easy to cross the eastbound carriageway and join one of the three westbound lanes. Vehicles visiting either the existing house or dental surgery currently use the site entrance. Mr Pin Fat estimated that he sees, on average, about 20 patients a day during the week, most of whom arrive by car. The pavement crossover of Lakenham Road is wide enough to easily accommodate two cars clear of the road and with good visibility in both directions, although the gateway to the property is only wide enough to allow one car to pass at a time.

10. The Council expressed concerns that the slowing down and turning of vehicles entering the driveway from the west was a potentially hazardous manoeuvre and pointed out that the Ipswich Road / Lakenham Road junction is an accident cluster site. An examination at the hearing of details of the accidents recorded by the Council for the three years prior to September 1995 showed only one involving vehicles travelling south east on Lakenham Road, the great majority of the others occurring on Ipswich Road. This single accident did not appear related to the turn into the appeal site. Although I am aware of the advice in paragraph 6.4 of PPG13 that direct access onto primary routes should be avoided as far as practicable, the site access has been in existence for a considerable number of years and since 1987 has been used by dental patients as well as the occupants of 49 Ipswich Road without any recorded accident occurring. The vehicular use of the access arising from an additional house on the appeal site would in my view have a minimal impact upon highway safety and the free flow of traffic on Lakenham Road given the traffic flow patterns resulting from the phased traffic lights and the width of the existing access. I therefore consider that the proposal would accord with Local Plan Policy H7(ii) and paragraph (vii) of the supplementary planning guidance.

11. From my consideration of the main issues in this appeal I can see no overriding planning objection to the erection of a dwelling in the location shown and I therefore propose to allow this appeal. I have taken into account all the other matters raised but have found no evidence that would outweigh the main considerations that have led me to my decision.

12. The Council have suggested three conditions that they would wish to see imposed should the appeal be allowed. I have considered these in the light of the advice contained within Circular 11/95. The first suggested condition is the standard time related one and the second necessarily requires details of reserved matters (other than means of access to the site) to be submitted to the

Council and for development not to commence before approval has been obtained. I have substituted the relevant wording suggested in Appendix A of Circular 11/95. I do not consider it necessary to further require that the development be carried out in full accordance with such details as any deviations from these details can be assessed by the Council, in terms of their materiality and acceptability and appropriate action can be taken at the time.

13. The Council have also requested details of walls and fences, external facing materials and parking and garaging. The first I consider could be included in the details of landscaping and the second I would expect to be included in the details of the external appearance of the buildings. However, I consider a separate condition to be necessary to ensure that adequate parking is provided and retained on the site.

14. In order to minimise any traffic problems due to the turning of vehicles and the shared use of the drive and turning areas I also consider it necessary to impose a condition requiring self-contained turning areas to be provided within the curtilages of both properties to allow vehicles to exit in a forward gear. It is also desirable in the interests of highway safety that the gateway to the shared drive be widened to allow the easy passage of two vehicles travelling in opposite directions in order to minimise any potential traffic hazard resulting from vehicles entering and leaving the properties at the same time.

15. For the above reasons, and in exercise of the powers transferred to me, I hereby allow your appeal and grant planning permission for the erection of a dwelling and garage at 49 Ipswich Road in accordance with the terms of the application (No. 950479/0) dated 16 May 1995 and the plan submitted therewith, subject to the following conditions:

1. a. approval of the details of the siting, design and external appearance of the buildings and the landscaping of the site, including any walls and fences, (hereinafter called the "reserved matters") shall be obtained from the local planning authority in writing before any development is commenced;
- b. application for approval of the reserved matters shall be made to the local planning authority before the expiration of 3 years from the date of this letter.
2. The development hereby permitted shall be begun either before the expiration of 5 years from the date of this letter, or before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later.
3. No development shall take place until details of arrangements for the parking and turning of vehicles associated with the development entirely within the site have been submitted to and approved by the local planning authority. The dwelling hereby permitted shall not be occupied until the parking and turning spaces have been provided in accordance with the approved details. The area approved for this purpose shall be permanently retained as such for the use of occupants and visitors to the dwelling.
4. The occupation of the dwelling hereby approved shall not commence until details of a vehicle parking and turning area to be sited between the existing dwelling at 49 Ipswich Road and the development hereby approved have been submitted to and approved

in writing by the local planning authority. The parking and turning area shall provide for the parking needs of the dwelling and dental surgery at 49 Ipswich Road and enable vehicles to turn solely within the remaining curtilage of that property and leave the site in forward gear. The parking and turning area shall be constructed in accordance with the approved details and maintained free of any obstruction that would prevent its use as such.

5. The dwelling hereby permitted shall not be occupied until details of the widening of the gateway onto Lakenham Road to enable two cars to pass at the same time have been submitted to and approved by the local planning authority in writing and that access has been constructed in accordance with the approved details.

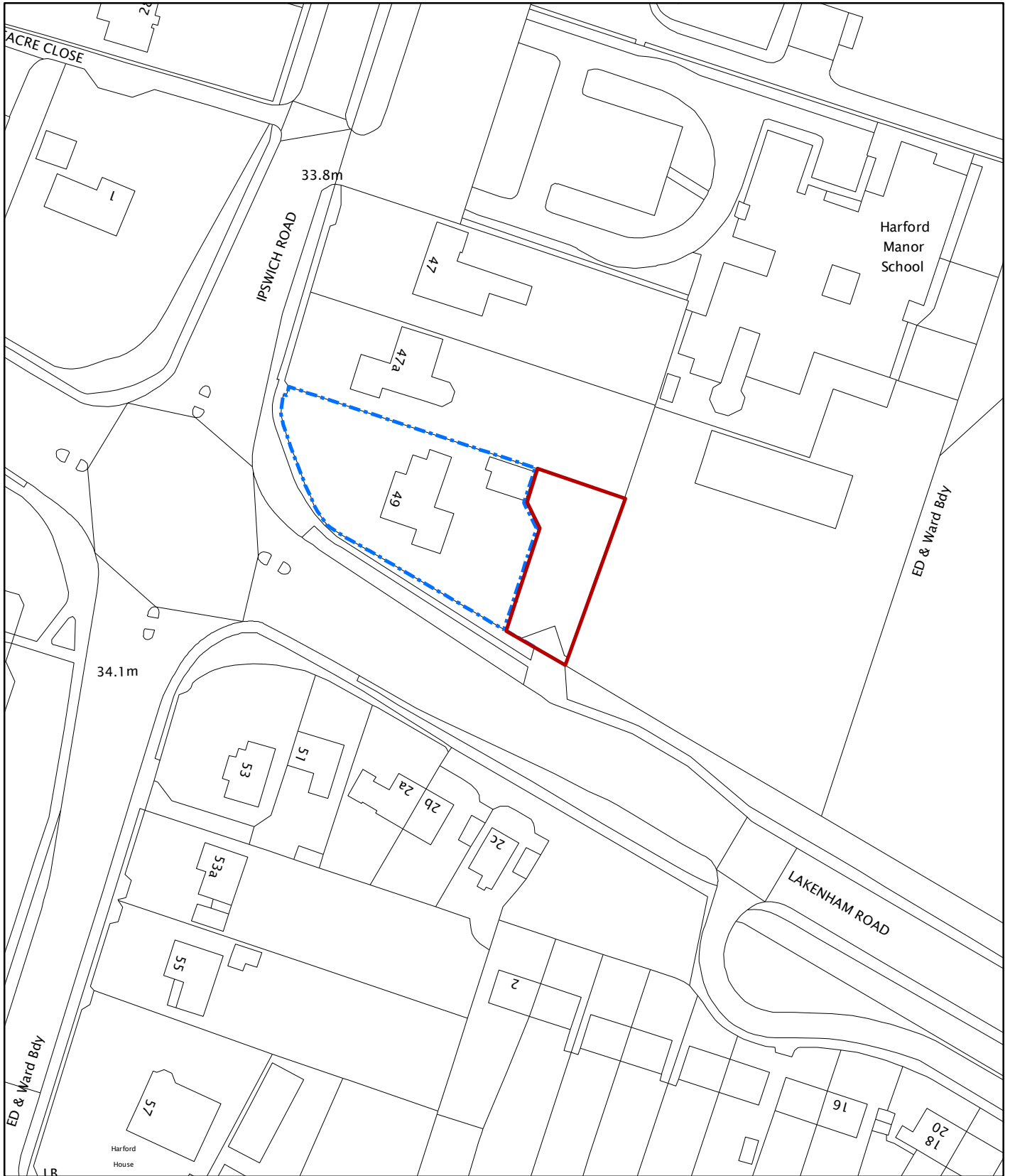
16. Attention is drawn to the fact that an applicant for any consent, agreement or approval required by a condition of this permission has a statutory right of appeal to the Secretary of State if approval is refused or granted conditionally or if the authority fail to give notice of their decision within the prescribed period.

17. This letter does not convey any approval or consent which may be required under any enactment, byelaw, order or regulation other than section 57 of the Town and Country Planning Act 1990.

Yours faithfully,

L.M. Drake

(Mrs) LUCY DRAKE BSc MSc MRTPI
Inspector



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Planning Application No 11/00743/F
 Site Address 49 Ipswich Road, Norwich NR2 2LN
 Scale 1:1,000

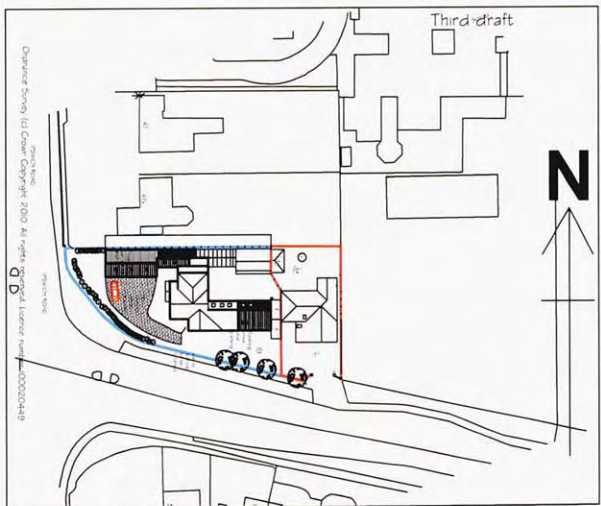
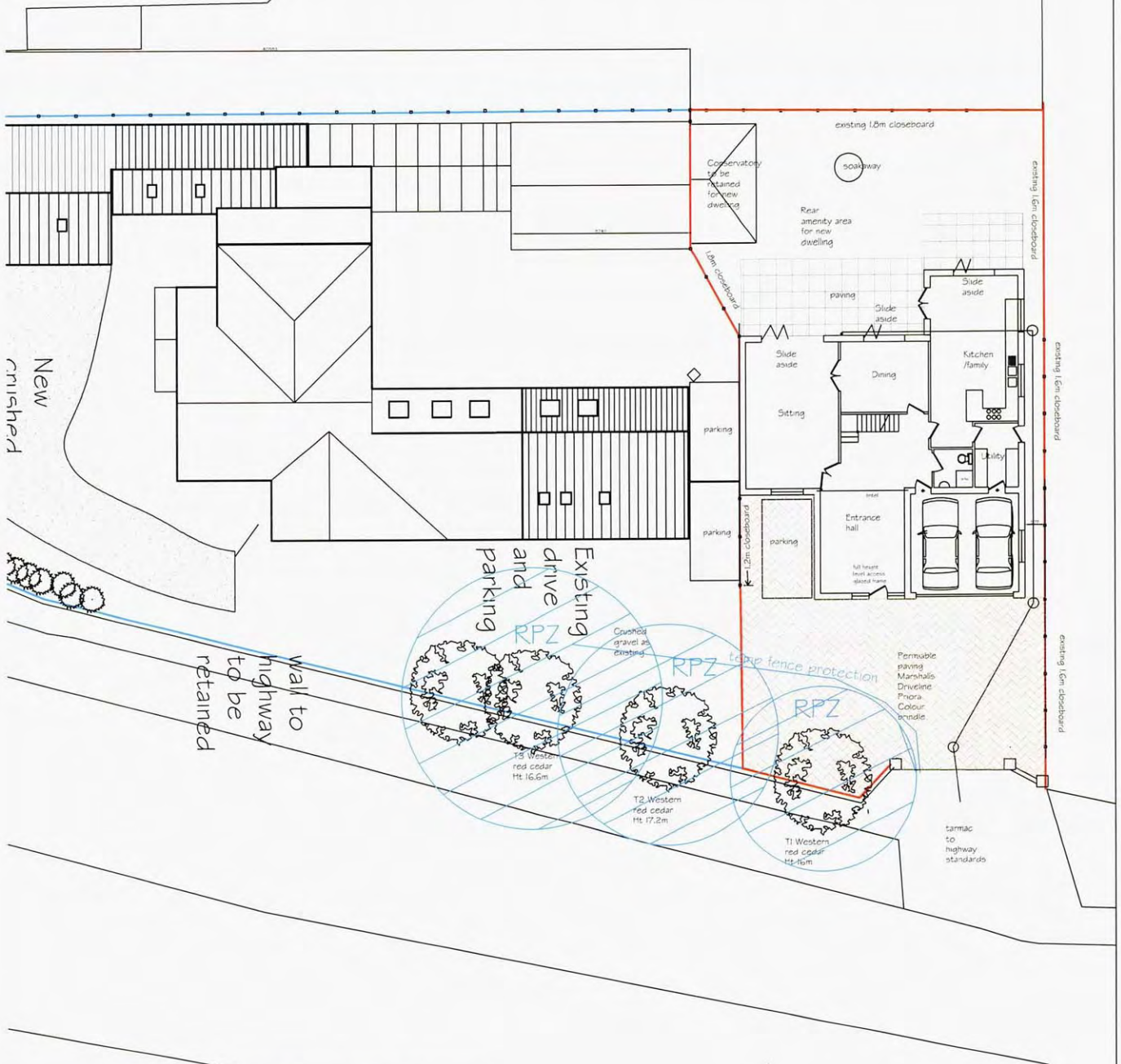


NORWICH
City Council

PLANNING SERVICES



Drawing prepared for planning approvals only



Location Plan 1:1250

Site Plan 1:200

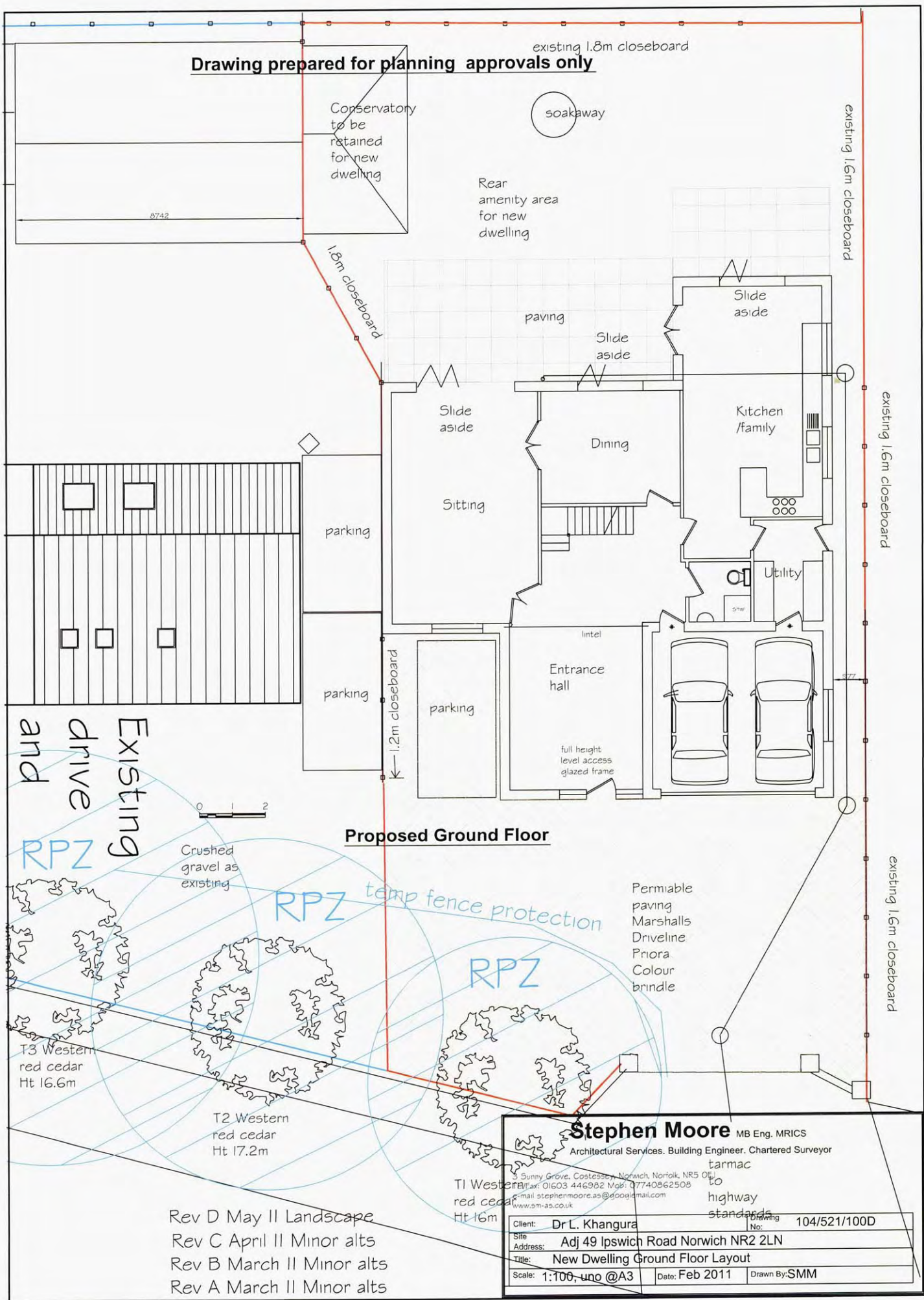
Rev C May 11 Landscaping
 Rev B April 11 Minor alts
 Rev A March 11 Minor alts

Stephen Moore MB Eng, MRICS
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 www.sm-as.co.uk

Client:	Dr L. Khangura	Drawing No:	104/521/103C
Site Address:	Adj 49 Ipswich Road Norwich NR2 2LN		
Title:	New Dwelling Site layout		
Scale:	1:50, uno @A3	Date:	Feb 2011
		Drawn By:	SMM

Drawing prepared for planning approvals only



Proposed Ground Floor

- Rev D May 11 Landscape
- Rev C April 11 Minor alts
- Rev B March 11 Minor alts
- Rev A March 11 Minor alts

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 www.sm-as.co.uk

to tarmac standards

Client:	Dr L. Khangura	Drawing No:	104/521/100D
Site Address:	Adj 49 Ipswich Road Norwich NR2 2LN		
Title:	New Dwelling Ground Floor Layout		
Scale:	1:100, uno @A3	Date:	Feb 2011
Drawn By:	SMM		

Existing drive and RPZ

RPZ temp fence protection

Permeable paving
 Marshalls Driveline
 Piora Colour
 brindle

T3 Western red cedar
 Ht 16.6m

T2 Western red cedar
 Ht 17.2m

T1 Western red cedar
 Ht 16m

Drawing prepared for planning approvals only

double roll conc pantile



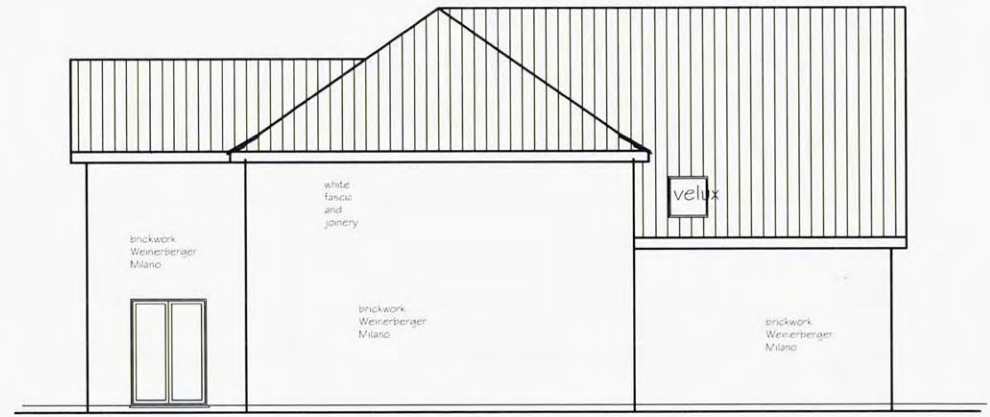
Front (S West) Elev



Rear (N East) Elev



Side (S East) Elev



Side (S East) Elev

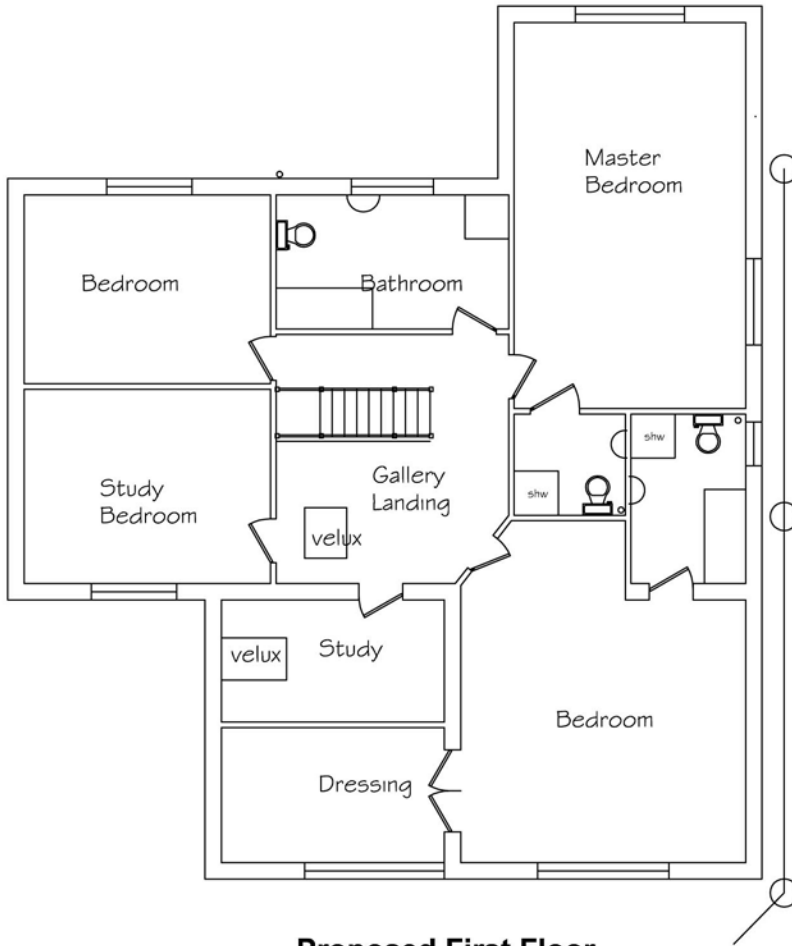
Rev C May 11 materials alts
 Rev B April 11 Minor alts
 Rev A March 11 Minor alts

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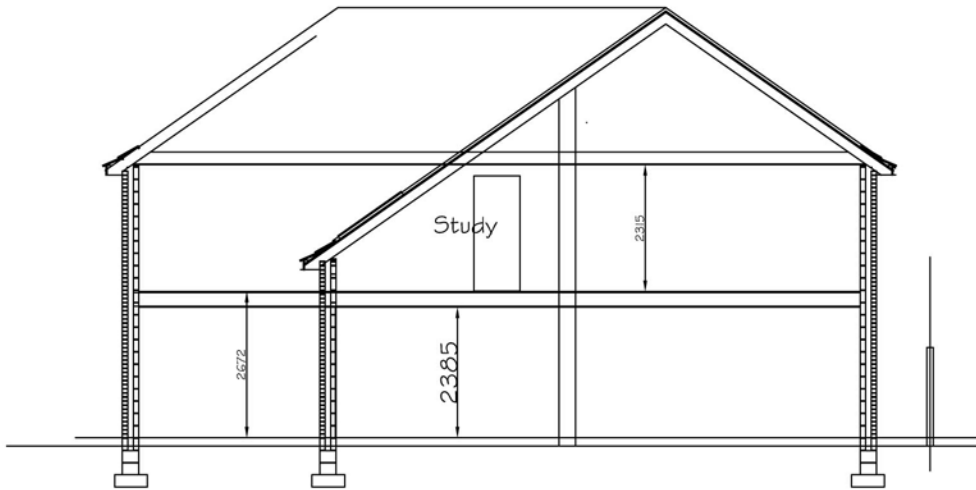
3 Sunny Grove, Costessey, Norwich, Norfolk, NR5 0EJ
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 www.sm-as.co.uk

Client: Dr L. Khangura	Drawing No: 104/521/102C
Site Address: Adj 49 Ipswich Road Norwich NR2 2LN	
Title: New Dwelling Elevations	
Scale: 1:100, uno @A3	Date: March 11
	Drawn By:SMM

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Proposed First Floor



Typical Section



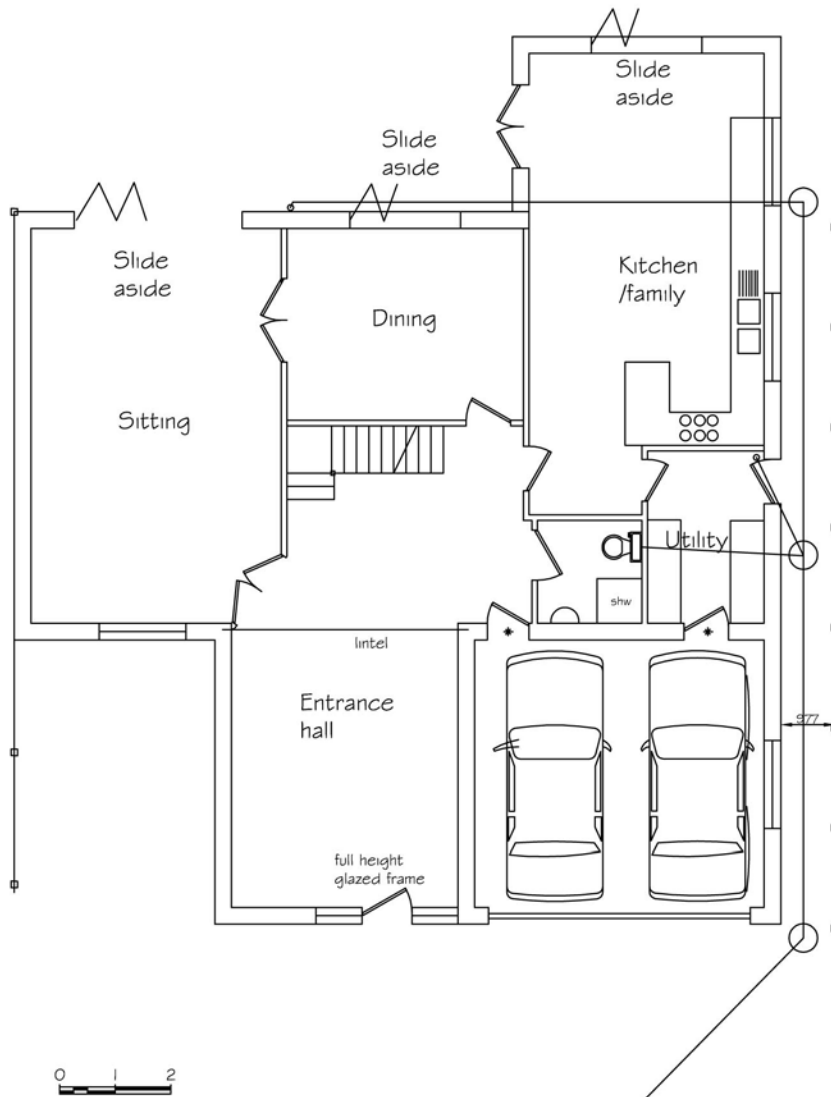
Rev C April 11 Minor alts
 Rev B March 11 Minor alts
 Rev A March 11 Minor alts

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Client: Dr L. Khangura	Drawing No: 104/521/101C
Site Address: Adj 49 Ipswich Road Norwich NR2 2LN	
Title: New Dwelling Section and First Floor Layout	
Scale: 1:100, uno @A3	Date: Feb 2011
Drawn By: SMM	

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Proposed Ground Floor

Rev C April 11 Minor alts
 Rev B March 11 Minor alts
 Rev A March 11 Minor alts

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Client: Dr L. Khangura	Drawing No: 104/521/100C
Site Address: Adj 49 Ipswich Road Norwich NR2 2LN	
Title: New Dwelling Ground Floor Layout	
Scale: 1:100, uno @A3	Date: Feb 2011
Drawn By: SMM	