

## Report for Resolution

**Report to** Planning Applications Committee  
**Date** 14 February 2013  
**Report of** Head of Planning Services  
**Subject** 12/02105/F Store And Premises Rear Of 1 Adelaide Street  
Norwich NR2 4JL

**Item**

**5(6)**

### SUMMARY

<b>Description:</b>	Demolition of existing garages and erection of 2 No. two bedroom dwellings.
<b>Reason for consideration at Committee:</b>	Objections
<b>Recommendation:</b>	Approve
<b>Ward:</b>	Mancroft
<b>Contact Officer:</b>	Mr Kian Saedi Planner 01603 212524
<b>Valid Date:</b>	22nd November 2012
<b>Applicant:</b>	Mr Roger Beavis
<b>Agent:</b>	Mr Neil Macnab

### INTRODUCTION

#### The Site

##### Location and Context

1. The site is an area of brownfield land to the rear of 157 and 161 Dereham Road. The site is enclosed by properties located along Adelaide Street and Dereham Road and north of the site is a Council-owned car park and Adelaide Street Health Centre.
2. Vehicular access is provided to the car park to the north of the site from Hawthorn Row and a pedestrian footpath runs along the eastern side of the site leading from Adelaide Street.
3. The surrounding area is predominantly residential although a number of shops, services and community facilities are located in the nearby surrounding area to the north of the site.

## Constraints

4. The site is not in a Conservation Area nor affected by any locally/statutorily listed buildings.

## Planning History

No relevant planning history.

## Equality and Diversity Issues

There are no significant equality or diversity issues.

## The Proposal

5. The proposal is for the demolition of existing garages on site and erection of 2 No. two bedroom semi-detached properties.

## Representations Received

6. Adjacent and neighbouring properties have been notified in writing. Five letters of representation have been received, four objecting to the proposal and one in support.

Issues Raised Objecting to the Application:	Response
- Overshadowing	See paragraphs 13-15
- The scheme would further contribute to an overdevelopment of the area	See paragraphs 16-19
- In the event of a fire, emergency vehicles would have great difficulty accessing either of the properties	See paragraph 28
- The development is out of character with the surrounding area	See paragraphs 21-23
- The development will further increase pressure upon already limited parking facilities	See paragraphs 24-26
- The proposal will result in back-to-back housing with certain rooms not having the benefit of natural ventilation or light.	See paragraph 18
- Overlooking to neighbouring properties.	See paragraphs 10-12
Issues Raised in Support of the Application:	
- A pleasing design although a tight fit.	

## **Consultation Responses**

7. The Council's Landscape Officer, Transport Officer, Environmental Protection Officer and Tree Protection Officer have been consulted internally and have raised no objections to the proposal.

## **ASSESSMENT OF PLANNING CONSIDERATIONS**

### **Relevant Planning Policies**

#### **National Planning Policy Framework:**

- Section 6 – Delivering a wide choice of high quality homes
- Section 7 – Requiring good design
- Section 11 – Conserving and enhancing the natural environment
- Section 10 – Meeting the challenge of climate change, flooding and coastal change

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

- Policy 2 – Promoting good design
- Policy 3 – Energy and water
- Policy 4 – Housing delivery
- Policy 11 – Norwich City Centre

#### **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
- EP16 - Water conservation and sustainable drainage systems
- EP18 - High standard of energy efficiency in new developments
- EP22 - High standard of amenity for residential occupiers
- HOU2 – Mix of uses including housing on sites in the City Centre
- HOU13 – Proposals for new housing development on other sites
- TRA5 - Approach to design for vehicle movement and special needs
- TRA6 - Parking standards - maxima
- TRA7 - Cycle parking standards
- TRA8 - Servicing provision
- TRA9 – Car free housing – criteria

### **Other Material Considerations**

- Written Ministerial Statement: Planning for Growth March 2011
- The Localism Act 2011 – s143 Local Finance Considerations

## **Principle of Development**

### **Policy Considerations**

8. New housing development is considered against statement 6 of the National Planning Policy Framework, policy 4 of the Joint Core Strategy and Local Plan saved policies HOU2 and HOU13. In accordance with the National Planning Policy Framework and local planning policies, the proposal promotes the redevelopment of previously developed land in an accessible location with good access to local shops and bus routes which serve the

City Centre.

Saved policy HOU13 outlines the criteria against which new housing on non-allocated sites will be assessed. These are outlined below:

*Proposals for new housing on other sites will be assessed against the following criteria:*

- (i) appropriate arrangements must be made for suitable vehicular access, layout and design;*
- (ii) a density equivalent to or higher than the density of bedspaces in the surrounding area should be achieved and normally at least 40 dwellings (net density) per hectare;*
- (iii) provision of private garden or public amenity space around the dwellings;*
- (iv) good accessibility for pedestrians and for people with disabilities to local shops, employment areas, a District Centre or convenience store, a bus route serving the City Centre, or a contribution to an appropriate enhancement of these facilities;*
- (v) no detrimental impact on the character and amenity of the surrounding area, including particularly retaining the amenity benefits of any urban greenspace or publicly accessible open space (under policy SR3);*
- (vi) providing a range of types and sizes of housing including affordable housing (where policy HOU4 applies) with a mix of types throughout the site;*
- (vii) any benefits associated with the development in enabling regeneration of historic or other buildings in the vicinity*

In this instance criteria ii), iii) and iv) are considered to be met. The remaining criteria will be discussed below in the relevant sections. Criteria vi) has been superseded by policy 4 of the JCS and vii) is not considered applicable in this case.

## **Housing Proposals**

### **Affordable Housing**

9. The proposal involves the re-development of this site for two new dwellings and does not qualify for the need to provide any affordable housing as it is lower than the threshold of five set in policy 4 of the JCS.

## **Impact on Living Conditions**

### **Overlooking and Over dominance**

10. Concern is raised that the proposal will overlook and infringe upon the privacy of neighbouring residents. The front of the two proposed properties will face the rear of 157 and 161 Dereham Road leaving a separation distance of approximately 10 metres between habitable rooms. Although not a mandatory standard, the Building Research Establishment (BRE) sets out a recommended minimum separation distance of 21 metres in order to limit the potential for loss of privacy and dominance over neighbouring properties. This distance falls somewhat short of satisfying the BRE recommended standard but the applicant proposes mitigatory measures in the design of the scheme as outlined below.
11. The proposed dwellings will be two storey and feature front and side windows facing onto the rear of properties located along both Adelaide Street and Dereham Road. Such is the proximity to surrounding properties that there is a potential for overlooking. In order to minimise any opportunity for overlooking, all 1<sup>st</sup> floor windows on the south and west elevations (facing the rear and side of properties along Dereham Road) and east elevation (facing Adelaide Street) will be obscure-glazed to a height of 1500mm. This is considered sufficient for protecting the privacy of future occupants at the site and that of neighbouring residents. Obscure glazed windows will also be installed on the north facing elevation to a

height of 1200mm, although here the potential for overlooking is not so great, owing to the more oblique views afforded from the north facing windows onto neighbouring plots.

12. The proximity also raises the potential for the application buildings to be over-dominant in scale, especially when considering the relation to 157 and 161 Dereham Road. In order to try to overcome this issue the two new dwellings will feature a mono-pitched roof sloping up towards the north. The height of the proposed dwellings are consequently 1.4 metres lower at the end closest to 157 & 161 Dereham Road, lessening the sense of overbearing upon the neighbouring properties and providing what is considered to be an acceptable scale of development.

### **Overshadowing**

13. The applicant has submitted a sun path analysis to illustrate the increase in overshadowing that will result from the development. The study has been conducted for the months of March, July, September and December and will be shown to members during the committee presentation. The study shows that the development will result in an increase in overshadowing, primarily to the rear gardens of properties along Adelaide Street but also the rear garden of 163 Dereham Road.
14. No mandatory standards exist regarding the effect of overshadowing and the levels at which it should be considered a determinant factor in the acceptability of a development scheme. The BRE have published guidelines, which centre on the effect of overshadowing to principle or main habitable windows and also relating to the extent of overshadowing upon garden or amenity space. The photographs to be presented to members show that the only likely window to be overshadowed by the development is obscure glazed and likely to pertain to a bathroom. Additionally, this window is only overshadowed in the months of March and September (as included in the study) and then only after 3pm.
15. BRE guidelines recommend that no more than two-fifths and preferably no more than a quarter of any garden or amenity area should be prevented from receiving any sunlight at all on the 21<sup>st</sup> March. The sun path analysis shows that for the month of March, the proposal will completely overshadow the rear gardens of three properties along Adelaide Street, but only after 3pm. In the month of March, the rear garden of 163 Dereham Road will be overshadowed, but only in the morning. This property also features a significant garden space at the front of the property which will be unaffected by the proposal. It is therefore considered that the impact of overshadowing upon the amenity of neighbouring properties is not so significant to merit refusal of the application on these grounds alone.

### **Amenity Space**

16. The scheme demonstrates an efficient use of limited space to provide two new dwellings in an inner city area. Although minimal internal space standards are not set out within the Local Plan, the smallest bedroom of the two properties measures 10.39 square metres internally, which satisfies the prescriptive standard for a '2-adult room' as set out in The Housing Act 1985.
17. Private and external garden space can be provided for both properties and the space is considered sufficient to serve future occupants of the two-bedroom properties. Planning permission could be conditioned to require full landscaping details to be submitted at a later date to ensure that the external space is acceptable both in design terms and for providing a high standard of amenity at the site.

18. Concern has been raised by a neighbouring resident that the site is too tight and as a result the bathroom and en-suite WC of one of the dwellings will benefit from no natural light or ventilation. All of the main habitable rooms associated with the development will receive adequate daylighting and natural ventilation. It is not necessary for the bathroom and WC to receive daylight and the matter of providing ventilation to these rooms is one covered by Building Regulations.

#### Conclusion on Impact on Living Conditions:

19. Overall therefore, it is considered that the proposal will ensure satisfactory living conditions both for future occupants at the site and for the residents of neighbouring properties, in accordance with saved policy EP22 of the Local Plan.

## **Design**

### **Layout, Design and Appearance**

20. The site is located upon brownfield land in a relatively tight-knit urban environment. Bearing this in mind, it is considered that the proposed layout and scale of the scheme maximises the opportunity to develop the land without significantly affecting the amenity of neighbouring properties or resulting in an overdevelopment of the site.
21. Although a contemporary design is reflected in the proposal, the standard of design is considered to be high and will avoid any harm to the existing character of the surrounding area, which is already irregular owing to the varying window design, render and extensions that have been added to the rear of terraced properties along Adelaide Street.
22. The proposed mono-pitched roof to be installed on the two properties will assist in lessening the sense of overbearing upon neighbouring properties along Adelaide Street and Dereham Road. This will also help the development avoid being visually strident in the street scene.
23. Subject to a condition requiring detail and samples of materials to be submitted for further assessment, the design of the scheme is considered acceptable and in accordance with Policy 2 of the JCS and saved policy HBE12 of the Local Plan.

## **Transport and Access**

### **Transport and Servicing Assessment**

24. The site is located close to bus routes serving the nearby City Centre and the proposed car free development should therefore be welcomed in promoting more sustainable use of transport and allowing the available space on site to be used for more productive purposes, in accordance with saved policies TRA6 and TRA9 of the Local Plan. Pedestrian access is provided from Adelaide Street and vehicular access via Hawthorn Row.
25. Concern has been raised by neighbouring residents that car parking space in the surrounding area is already at full capacity and allowing the proposal to go ahead will add further pressure on the limited parking space available to residents. The Council's Highways Officer has expressed no objection to the proposal. The site is considered suitable for providing residential development in the urban area with good links available by bus, foot and cycle. The area is not within a controlled parking zone and although no parking is proposed on site, resident and visitor parking can be found on the street or on

the adjacent parking yard, which is owned by Norwich City Council and is understood to currently be available for anyone to use without restriction.

26. The proposal is for two additional housing units only and the potential increase in parking pressure is therefore likely to be low. It is also the case that street parking is available on a first come first served basis and is not for anyone in particular to claim for exclusive use.
27. The applicant proposes to provide two cycle storage spaces per dwelling and this is to be welcomed in accordance with saved policy TRA7 of the Local Plan. Any planning permission will be conditioned to require details of the cycle storage to be submitted for assessment at a later date.
28. No objections have been received from either the Council's Highways Officer or the Fire Officer with regards to the accessibility of the site for emergency vehicles and it is considered that sufficient space exists for emergency vehicles to access the site.
29. The location of refuse storage has been indicated on the site plan submitted with the application, but ideally enough space should be provided to accommodate three wheelie bins. Any permission will therefore be conditioned to require refuse storage details to be submitted for assessment at a later date.

## **Environmental Issues**

### **Site Contamination and Remediation**

30. No significant issues have been raised by the Council's Environmental Protection Officer although it is recommended that should, during the development, any contamination be discovered, then development should cease and a scheme submitted to the Local Planning Authority addressing how the contamination will be dealt with. This could be secured by way of imposing a condition upon any planning permission.

### **Water Conservation**

31. Policy 3 of the JCS requires that all residential development achieve Code for Sustainable Homes level 4 for water. Any planning permission will be conditioned to ensure that an assessment is performed by a qualified code assessor and results submitted to the Council for approval prior to first occupation of the dwellings.

### **Arboricultural Issues**

32. The Council's Tree Protection Officer has raised no significant Arboricultural implications with the proposal.

## **Local Finance Considerations**

33. Under Section 143 of the Localism Act the council is required to consider the impact on local finances, through the potential generation of grant money from the New Homes Bonus system from central government. The completion of new dwellings would lead to grant income for the council. The issue of amenity for existing neighbours and future residents have been considered as part of this proposal and are considered to be acceptable in this instance.

## **Conclusions**

34. In accordance with the National Planning Policy Framework and local planning policies, the proposal promotes the redevelopment of previously developed land, providing two

units of much needed housing in an accessible location with good access to local shops and bus routes serving the City Centre. The contemporary scheme has been designed to a high standard and will not impact negatively upon the character of the surrounding area. The mono-pitched roof and use of obscure-glazed windows will minimise the impact of overbearing and overshadowing respectively and although the development will result in an increased level of overshadowing to neighbouring properties, the level is not considered significant enough to merit a refusal of the application. The proposed car free development is in line with the Council's objective of promoting the use of sustainable modes of transport.

35. Subject to the imposition of conditions therefore, the proposal is considered acceptable and in accordance with the objectives of Sections 6, 7, 10 and 11 of the National Planning Policy Framework (March 2012), Policies 2, 3, 4 and 11 of the Joint Core Strategy for Broadland, Norwich and South Norfolk (2011), saved policies NE3, NE9, HBE12, EP16, EP18, EP22, HOU2, HOU13, TRA5, TRA6, TRA7, TRA8 and TRA9 of the City of Norwich Replacement Local Plan (2004) and all other material considerations.

## **RECOMMENDATIONS**

- 1) Standard time limit
- 2) In accordance with plans
- 3) Details of external materials including samples and large scale section drawings of render, roofing materials, windows, doors, and rainwater goods
- 4) Obscure-glazed windows
- 5) Details of cycle parking and refuse storage
- 6) Landscaping scheme
- 7) Discovery of contamination of site during development
- 8) Water efficiency
- 9) Removal of P.D Rights

### **Informatives:**

- 1) The applicant is advised that bins are to be purchased by the applicant prior to occupation, in agreement with Norwich City Council city wide services department.
- 2) Street naming and numbering enquiries
- 3) Building operation measures

### **Reasons for approval:**

In accordance with the National Planning Policy Framework and local planning policies, the proposal promotes the redevelopment of previously developed land, providing two units of much needed housing in an accessible location with good access to local shops and bus routes serving the City Centre. The contemporary scheme has been designed to a high standard and will not impact negatively upon the character of the surrounding area. The mono-pitched roof and use of obscure-glazed windows will minimise the impact of overbearing and overshadowing respectively and although the development will result in an increased level of overshadowing to neighbouring properties, the level is not considered significant enough to merit a refusal of the application. The proposed car free development is in line with the Council's objective of promoting the use of sustainable modes of transport.

Subject to the imposition of conditions therefore, the proposal is considered acceptable and in



accordance with the objectives of Sections 6, 7, 10 and 11 of the National Planning Policy Framework (March 2012), Policies 2, 3, 4 and 11 of the Joint Core Strategy for Broadland, Norwich and South Norfolk (2011), saved policies NE3, NE9, HBE12, EP16, EP18, EP22, HOU2, HOU13, TRA5, TRA6, TRA7, TRA8 and TRA9 of the City of Norwich Replacement Local Plan (2004) and all other material considerations

Article 31(1)(cc) Statement:

The local planning authority in making its decision has had due regard to paragraph 187 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations, following negotiations with the applicant and subsequent amendments [at the pre-application stage *insert if necessary*] the application has been approved subject to appropriate conditions and for the reasons outlined above.

- Key
- F1 1.8m high brick wall
- F2 1.8m high timber fence (close boarded)
- P1 Paving Flags (450by450)



REV	DATE	DESCRIPTION	EMAN	CHIEF
Revisions				

## PLANNING

Cf

**Mr R Beavis**

Journal of Interpersonal Violence 28(1)

5087-01

Tel: 01603 700000  
Fax: 01603 700000

with a life support system  
under "Chaplin's" arm.

Answer at  
introduction

© 2004 Blackwell Publishing Ltd  
Journal of Internal Medicine 255: 105–112

This drawing is an

regulation and within  
the institution

Check all that apply:

Do not waste time

REV	DATE	REVISION	DESIGN	CONTRACT
-----	------	----------	--------	----------

Revisions

CF

PLANNING

14.8.2015

15.10.2015

16.10.2015

17.10.2015

18.10.2015

19.10.2015

20.10.2015

21.10.2015

22.10.2015

23.10.2015

24.10.2015

25.10.2015

26.10.2015

27.10.2015

28.10.2015

29.10.2015

30.10.2015

31.10.2015

01.11.2015

02.11.2015

03.11.2015

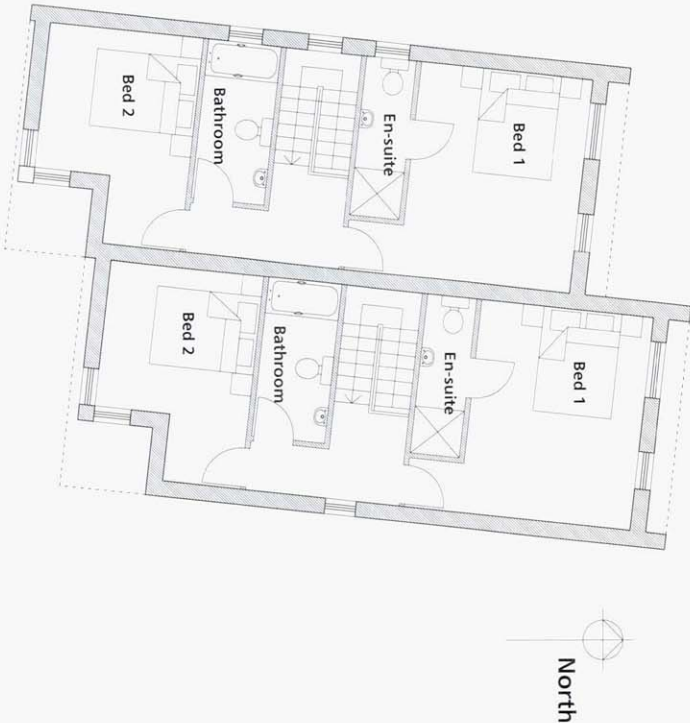
04.11.2015

05.11.2015

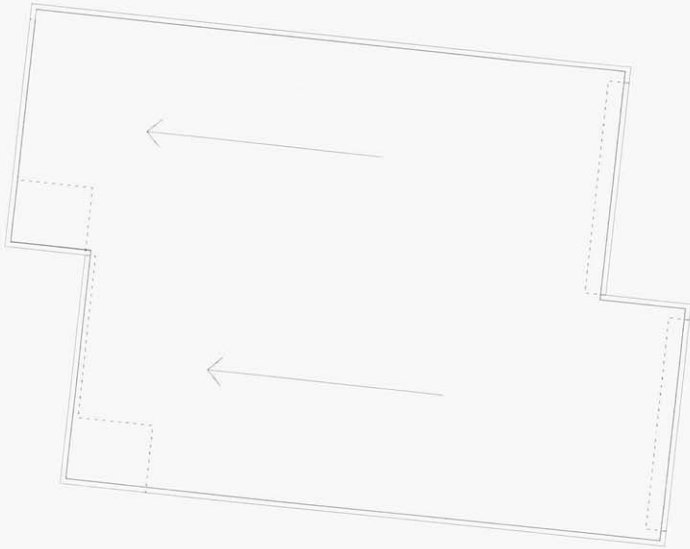
06.11.2015

07.11.2015

First Floor Plan



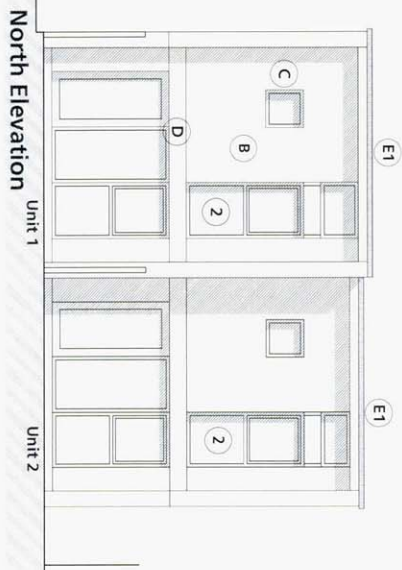
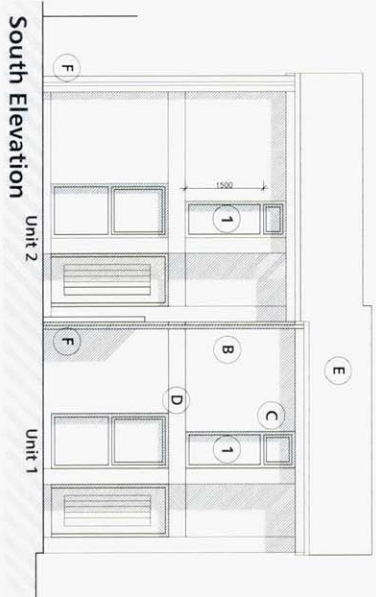
Roof Plan



5m

0

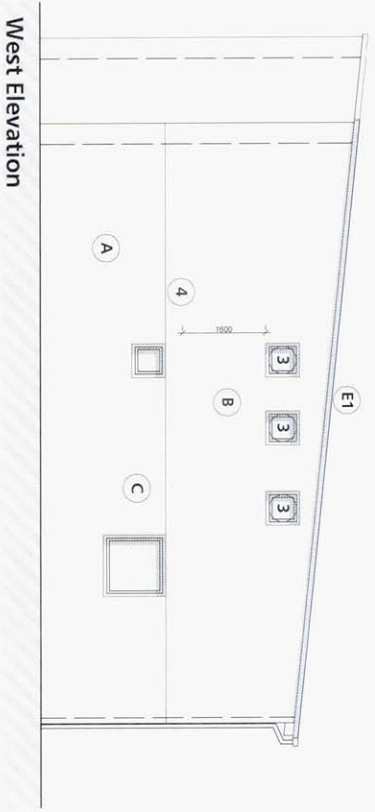
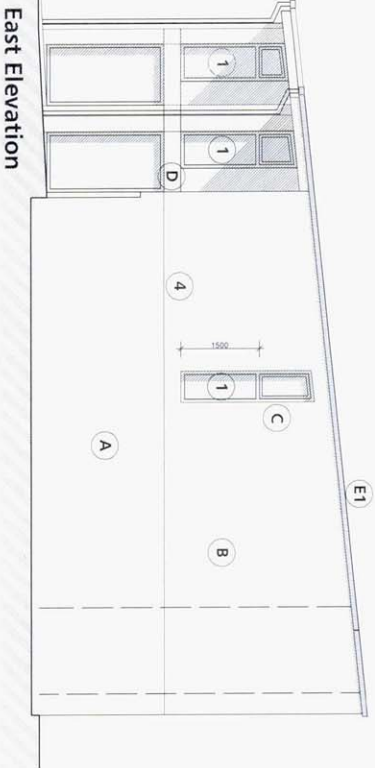
5m



Key

- A Soft red multi blend brickwork
- B Off white render
- C UPVC windows, colour grey
- D Timber trim with satin finish
- E Standing seam metal roof, natural finish
- E1 Metal flashing to match roofing
- F Black UPVC rainwater goods
- 1 Note 1 - Obscured glass below 1500mm
- 2 Note 2 - Obscured glass below 1200mm
- 3 Obscured glass
- 4 Aluminium trim to render/brick junction in natural finish

0 5m



REV	DATE	DESCRIPTION	DESIGNED	CHECKED
1	15/10/2012	Initial design		
2	16/10/2012	Revised design		
3	17/10/2012	Final design		

PLANNING

157 Dereham Road, Norwich, Norfolk, England, UK

157 Dereham Road, Norwich, Norfolk, England, UK

157 Dereham Road, Norwich, Norfolk, England, UK

157 Dereham Road, Norwich, Norfolk, England, UK

157 Dereham Road, Norwich, Norfolk, England, UK

157 Dereham Road, Norwich, Norfolk, England, UK

157 Dereham Road, Norwich, Norfolk, England, UK



© Crown Copyright and database right 2013. Ordnance Survey 100019747.

Planning Application No 12/02105/F

Site Address Store and premises rear of 1 Adelaide Street

Scale 1:500



**NORWICH**  
City Council

PLANNING SERVICES

