

Planning Applications Committee

2 October 2008

Agenda Number:	C2
Section/Area:	OUTER
Ward:	CATTTON GROVE
Officer:	Neil Campbell
Valid Date:	15th August 2008
Application Number:	08/00858/F
Site Address :	Premier Travel Inn Delft Way Norwich NR6 6BB
Proposal:	Two storey bedroom extension to the front and side of the building.
Applicant:	Whitbread Group Plc
Agent:	Debbie Jones

THE SITE

The site is located to the north west of Norwich City Centre. It is situated within the Norwich Business Park which is located to the east of the main A140 Holt Road. There are two buildings on the site, the Premier Inn and the Oaks restaurant. To the north of the site is a fast food restaurant and a large retail unit, beyond this is car parking for the airport that faces open countryside.

RELEVANT PLANNING HISTORY

07/01232/A - Erection of 1 no. internally illuminated totem sign.

THE PROPOSAL

Two storey extension to the front and side of the exiting hotel building. The hotel is a two storey building accommodating 40 bedrooms, the extension would provide a further 24 bedrooms. The land to which the extension would be built is part of the existing car park located on the north west landscaped corner of the site. Car parking would be re-arranged to allow for an additional 10 car parking space.

CONSULTATIONS

Advertised in the press, on site and neighbours notified.

Norwich Society: Suggest additional vertical green planting to compensate for loss of green areas.

Norwich Airport: Response awaited.

Environmental Health Officer: Has no major comments to make in respect of this application. The matter he notes is that the neighbouring fast food restaurant opens until the early hours of the morning as a drive through. He suggests that this may have implications in terms of noise disturbance from vehicles using the restaurant. He recommends that good specification windows overlooking these premises would be able to adequately mitigate any impact.

Neighbours: The franchisee of the fast food restaurant next door fears that if the proposal is approved then his business would not be visible from the adjacent Holt Road leaving the restaurant invisible to potential new customers due to the external signage being obscured by the new building. He is concerned that once the building is constructed, the only view of the store passing traffic and potential customers will get is directly in front of the property.

PLANNING CONSIDERATIONS

National Planning Policy:

PPS 1 Delivering Sustainable Development

Relevant Local Plan Policies:

TVA6:	Proposals for hotels and visitor accommodation.
EP8:	Noise amelioration measures at Norwich Airport.
HBE12:	High quality design with special attention to height, scale, massing, and form of development.
TRA6:	Parking provision.
NE9:	Landscaping.
TRA6:	Parking provision.

- TRA7: Cycle Parking.
TRA11: Contributions for transport improvements in the wider area.
TRA12: Travel plans for employers and organisations in the City.

In terms of the suitability of this site for the proposed extension to the existing C1 hotel use, the site is well situated and has good access to local facilities including the airport, a park and ride and the city centre. Therefore there would be no policy objection to the principle of extending the current use on this site. The proposal also accords with government policy PPS 1 which aims to ensure that planning promotes sustainable development.

Assessment of Other Issues:

Layout

The scheme consists of a single block side and front extension with 24 bedrooms located in the main in a section of the current car park. The building line will be brought forward of the existing but will be in line with the fast food restaurant and retail uses on adjacent land. As previously stated the franchisee of the neighbouring fast food restaurant has concerns that his business will no longer be visible in between the proposed building and the neighbouring building to the north. In this respect it is considered that there is sufficient distance between the proposed extension and neighbouring use, so that it would not be obscured. Therefore it is considered that the neighbouring use would not be compromised by the proposed development.

Height and Scale

The site is located within a predominantly two storey area although the neighbouring building is single storey. However in general terms the scale of this development acknowledges the surrounding building heights and it is considered that the two storey building will sit comfortably with the surrounding buildings.

The development interacts well with its surroundings and is therefore compliant with the requirements of policy HBE12.

Transportation/Travel Plan

The proposals are largely acceptable. The applicant has provided adequate evidence that the car park which at present is under used would be capable of providing enough spaces for the proposed 24 additional rooms if the present number of 93 spaces is only increased by 10 spaces. Therefore it is considered that proposed parking provision would be acceptable and in accordance with policy TRA6.

The site presently has provision for cycle parking which was a requirement of the original consent for the hotel. However the applicant has not provided any information relating to any increase in cycle parking to cope with the potential additional need resulting from the increased number of bedrooms. There is sufficient space on site for additional cycle parking, therefore this requirement could be secured by condition so that prior to the first occupation of any building forming part of this development, the applicant provides a scheme detailing cycle storage on site.

The proposal is subject to policy TRA11, which states that all significant new developments within the City will provide support for the City-wide transport infrastructure improvement programme to mitigate the wider impact of the development through a contribution. This could be secured through a section 106 legal agreement.

The proposal is also subject to policy TRA12, which states that travel plans will be required as an integral part of new development proposals, therefore the applicant will be required to provide, implement and monitor a travel plan for this development. This could be secured by condition so that prior to the first occupation of any building forming part of this development, the applicant provides travel plan and an acceptable scheme for implementing and monitoring the travel plan.

In light of the imposition of conditions relating to the provision of cycle parking, transport contributions and a travel plan the it is considered that the proposal is acceptable in highways and parking terms and that the aims of the Council to reduce car journeys can be achieved by this development.

Landscape/Tree Issues

A small section of the existing landscaping would be removed as a result of the development therefore both hard and soft landscaping will be required to complement this proposal. As previously mentioned the Norwich Society suggests that additional vertical green planting to compensate for loss of green areas be provided. It is recommended that a landscaping scheme for replacing any hard and soft landscaping and for the provision of any additional boundary treatments between the extension and the neighbouring uses should be sought through condition.

Noise

Policy EP8 also states that development in proximity to the airport will only be permitted, where noise from the current or likely future level of aircraft movements will not have a significant detrimental effect on people's amenity. Also as previously mentioned the Council's Environmental Health Officer recommends that good specification windows are used on any windows overlooking the adjacent drive through restaurant to the north to adequately

mitigate any potential for noise impacts. Therefore it is considered that materials including windows should be to a specification to provide a suitable level of noise insulation for future hotel customers. This can be secured through suitable conditions.

CONCLUSION

In terms of the principle of redevelopment of the site, it has been recognised that the continued use of the site for a C1 use is acceptable.

It is considered that the proposals represent an acceptable form of development which would not result in an unacceptable impact on the locality, environment or lead to an unacceptable loss of amenity for those neighbouring the site and would complement the physical development in this location.

Through condition and suitable contributions the applicant can adequately address concerns relating to noise, landscaping, cycle parking, the need to reduce any travel, car parking and highways impacts.

For the reasons given it is considered that application 08/00858/F is acceptable it is therefore recommended that the application be approved.

RECOMMENDATIONS

Subject to no overriding objection from outstanding consultees, APPROVE PLANNING PERMISSION subject to the signing of a S106 agreement to include the matters detailed above and appropriate conditions including the following:

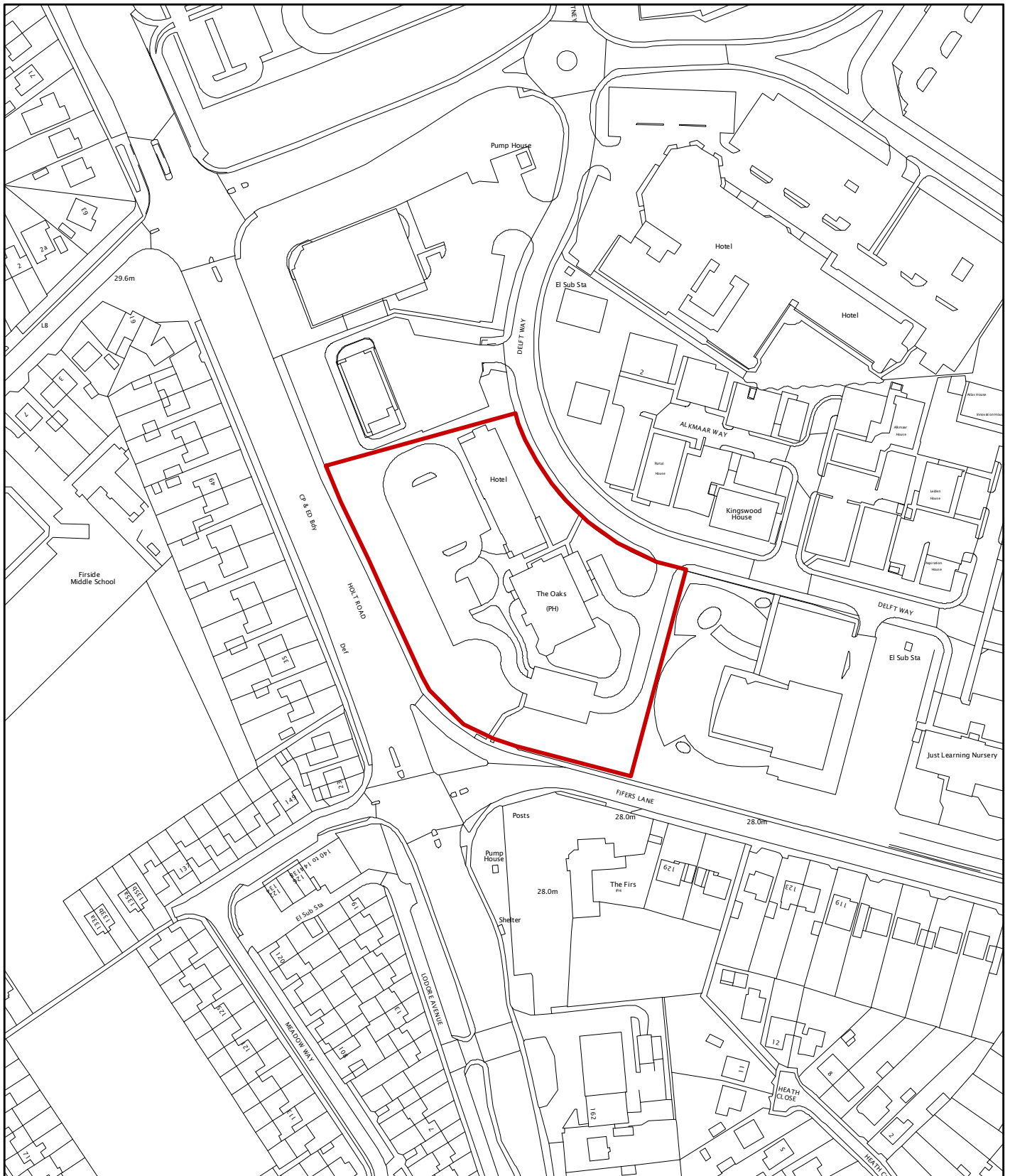
- 1) Commencement within 3 years;
- 2) Submission of samples of materials
- 3) Boundary treatment;
- 4) Prior approval of details:-
 - Roof, eaves and verge, water goods;
 - Windows, doors, décor panels;
 - Rainwater harvesting
- 5) Surface water disposal;
- 6) Surface water - maintenance scheme;
- 7) Pollution prevention;
- 8) Surface water drainage;
- 9) Cycle/refuse storage provision details
- 10) Landscaping planting and site treatment scheme;
- 11) Maintenance of landscaping;
- 12) Plant and machinery details;
- 13) Details of external lighting;

Reasons for Recommendation

The recommendation has been made with regard to saved policies HBE12, EP8, TVA6, NE9, TRA6, TRA7, TRA11 And TRA12 of the adopted City of Norwich Replacement Local Plan, PPS1 and all other material considerations and it is considered that the proposal is acceptable and in line with National and Development Plan Policy.

The proposed layout and design takes account of the relationship with adjacent buildings and uses and would be consistent with the relevant policies contained in the Replacement Local Plan. The requirements for transport infrastructure improvements created by the development can be adequately secured through a legal agreement between the Applicants and the Local Planning Authority.

The proposal is considered to make more efficient use of the land by introducing additional bedrooms and provide sustainable development in line with policy guidance within PPS1. It is also considered that the proposals would enhance this part of the City and improve the buildings relationship with the surrounding public realm.



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 Site Address - Premier Travel Inn, Delft Way
 Scale - 1:2000



NORWICH
 City Council

DIRECTORATE OF REGENERATION
 AND DEVELOPMENT

